

**Short Title** I-285 WEST WALL MAINTENANCE & RECONSTRUCTION FROM COLLIER DRIVE TO PACES FERRY ROAD

**GDOT Project No.** 0018193

**Federal ID No.** N/A

**Status** Programmed

**Service Type** Roadway / Maintenance

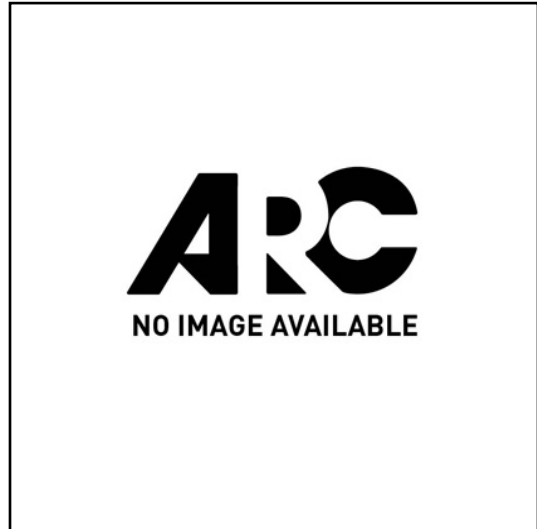
**Sponsor** GDOT

**Jurisdiction** Regional - West

**Analysis Level** Exempt from Air Quality Analysis (40 CFR 93)

**Existing Thru Lane**  **LCI**

**Planned Thru Lane**  **Flex**



**Network Year**

**Corridor Length**  miles

**Detailed Description and Justification**

This project will repair and resurface I-285 from Collier Drive to Paces Ferry Road.

Phase Status & Funding Information		Status	FISCAL YEAR	TOTAL PHASE COST	BREAKDOWN OF TOTAL PHASE COST BY FUNDING SOURCE			
					FEDERAL	STATE	BONDS	LOCAL/PRIVATE
PE	National Highway Performance Program (NHPP)	AUTH	2022	\$4,451,071	\$3,560,857	\$890,214	\$0,000	\$0,000
PE	Transportation Funding Act (HB 170)	AUTH	2022	\$75,000	\$0,000	\$75,000	\$0,000	\$0,000
CST	National Highway Performance Program (NHPP)		2024	\$194,936,897	\$155,949,518	\$38,987,379	\$0,000	\$0,000
				<b>\$199,462,968</b>	<b>\$159,510,375</b>	<b>\$39,952,593</b>	<b>\$0,000</b>	<b>\$0,000</b>

SCP: Scoping PE: Preliminary engineering / engineering / design / planning PE-OV: GDOT oversight services for engineering ROW: Right-of-way Acquisition  
 UTL: Utility relocation CST: Construction / Implementation ALL: Total estimated cost, inclusive of all phases

**Short Title** I-75 COMMERCIAL VEHICLE LANES (NORTHBOUND DIRECTION ONLY) FROM I-475 TO SR 20

**GDOT Project No.** 0014203

**Federal ID No.** N/A

**Status** Programmed

**Service Type** Roadway / Managed Lanes

**Sponsor** GDOT

**Jurisdiction** Henry County, Spalding County

**Analysis Level** In the Region's Air Quality Conformity Analysis



**Existing Thru Lane**  **LCI**

**Planned Thru Lane**  **Flex**

**Network Year**

**Corridor Length**  miles

**Detailed Description and Justification**

The I-75 Commercial Vehicle Lanes project will improve safety, travel time reliability, and mobility for freight operators and passenger vehicles. The project involves the construction of two, barrier-separated, northbound truck-only lanes beginning at the I-75/I-475 Interchange in Monroe County along the I-75 corridor for approximately 41 miles, ending near the SR 20 Interchange in Henry County. The project will benefit all motorists by improving safety and travel-time reliability, while also improving freight mobility to help maintain the state's competitiveness and economic growth.

Phase Status & Funding Information		Status	FISCAL YEAR	TOTAL PHASE COST	BREAKDOWN OF TOTAL PHASE COST BY FUNDING SOURCE			
					FEDERAL	STATE	BONDS	LOCAL/PRIVATE
PE	Transportation Funding Act (HB 170)	AUTH	2017	\$1,777,937	\$0,000	\$1,777,937	\$0,000	\$0,000
PE	National Highway Performance Program (NHPP)	AUTH	2018	\$1,680,000	\$1,344,000	\$336,000	\$0,000	\$0,000
PE	National Highway System	AUTH	2018	\$159,096	\$127,277	\$31,819	\$0,000	\$0,000
PE	Repurposed Earmark	AUTH	2018	\$1,920,452	\$1,536,362	\$384,090	\$0,000	\$0,000
PE	National Highway Performance Program (NHPP)	AUTH	2019	\$2,340,984	\$1,872,787	\$468,197	\$0,000	\$0,000
PE	Repurposed Earmark (RPF9)	AUTH	2019	\$259,016	\$207,213	\$51,803	\$0,000	\$0,000
PE	National Highway Performance Program (NHPP)	AUTH	2020	\$2,800,000	\$2,240,000	\$560,000	\$0,000	\$0,000
PE	National Highway Performance Program (NHPP)	AUTH	2021	\$3,200,000	\$2,560,000	\$640,000	\$0,000	\$0,000
PE	National Highway Performance Program (NHPP)	AUTH	2022	\$5,152,000	\$4,121,600	\$1,030,400	\$0,000	\$0,000
PE	National Highway Performance Program (NHPP)	AUTH	2023	\$1,908,000	\$1,526,400	\$381,600	\$0,000	\$0,000

PE	National Highway Performance Program (NHPP)		2025	<b>\$1,000,000</b>	\$800,000	\$200,000	\$0,000	\$0,000
PE	National Highway Performance Program (NHPP)		2026	<b>\$1,000,000</b>	\$800,000	\$200,000	\$0,000	\$0,000
PE	National Highway Performance Program (NHPP)		2027	<b>\$4,600,000</b>	\$3,680,000	\$920,000	\$0,000	\$0,000
ROW	National Highway Performance Program (NHPP)	AUTH	2022	<b>\$3,840,000</b>	<del>\$3,072,000</del>	<del>\$768,000</del>	<del>\$0,000</del>	<del>\$0,000</del>
ROW	Economic Development Infrastructure Grant		2024	<b>\$2,800,000</b>	\$0,000	\$2,800,000	\$0,000	\$0,000
ROW	National Highway Performance Program (NHPP)		2024	<b>\$10,800,000</b>	\$8,640,000	\$2,160,000	\$0,000	\$0,000
ROW	National Highway Performance Program (NHPP)		2025	<b>\$2,800,000</b>	\$2,240,000	\$560,000	\$0,000	\$0,000
ROW	National Highway Performance Program (NHPP)		2026	<b>\$7,000,000</b>	\$5,600,000	\$1,400,000	\$0,000	\$0,000
ROW	National Highway Performance Program (NHPP)		2027	<b>\$7,000,000</b>	\$5,600,000	\$1,400,000	\$0,000	\$0,000
UTL	National Highway Performance Program (NHPP)	AUTH	2023	<b>\$8,000,000</b>	<del>\$6,400,000</del>	<del>\$1,600,000</del>	<del>\$0,000</del>	<del>\$0,000</del>
CST	National Highway Freight Program (NHFP)		2027	<b>\$9,595,329</b>	\$7,676,263	\$1,919,066	\$0,000	\$0,000
CST	National Highway Performance Program (NHPP)		2027	<b>\$46,540,919</b>	\$23,932,735	\$22,608,184	\$0,000	\$0,000
CST	National Highway Performance Program (NHPP)		2028	<b>\$22,520,000</b>	\$10,134,000	\$12,386,000	\$0,000	\$0,000
CST	General Federal Aid 2029-2050		LR 2029-2030	<b>\$38,240,000</b>	\$17,208,000	\$21,032,000	\$0,000	\$0,000
CST	General Federal Aid 2029-2050		LR 2031-2033	<b>\$50,183,857</b>	\$22,582,736	\$27,601,121	\$0,000	\$0,000
CST	GRB BONDS (Guaranteed Revenue)		LR 2031-2033	<b>\$34,372,400</b>	\$0,000	\$0,000	\$34,372,400	\$0,000
CST	General Federal Aid 2029-2050		LR 2034-2040	<b>\$388,174,494</b>	\$174,678,522	\$213,495,972	\$0,000	\$0,000
CST	General Federal Aid 2029-2050		LR 2041-2050	<b>\$559,400,731</b>	\$251,730,329	\$307,670,402	\$0,000	\$0,000
CST	Design Build Finance (DBF) Repayment - Federal		LR 2051+	<b>\$998,972,398</b>	\$449,537,579	\$549,434,819	\$0,000	\$0,000
				<b>\$2,218,037,613</b>	<b>\$1,009,847,803</b>	<b>\$1,173,817,410</b>	<b>\$34,372,400</b>	<b>\$0,000</b>

SCP: Scoping PE: Preliminary engineering / engineering / design / planning PE-OV: GDOT oversight services for engineering ROW: Right-of-way Acquisition  
UTL: Utility relocation CST: Construction / Implementation ALL: Total estimated cost, inclusive of all phases



For additional information about this project, please call (404) 463-3100 or email [transportation@atlantaregional.com](mailto:transportation@atlantaregional.com).



**Short Title** MCDONOUGH ROAD BRIDGE UPGRADE AT FLINT RIVER

**GDOT Project No.** 0016579

**Federal ID No.** N/A

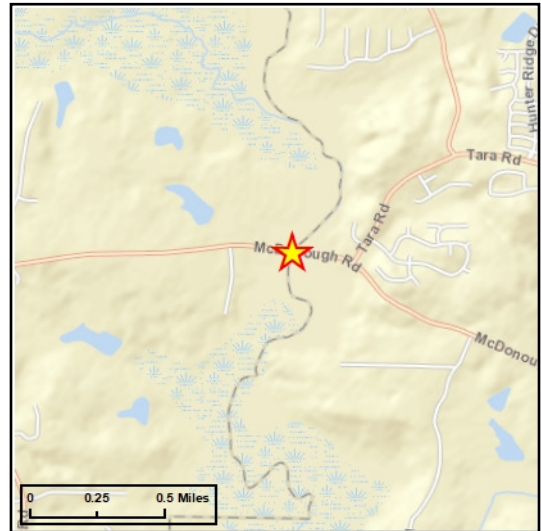
**Status** Programmed

**Service Type** Roadway / Bridge Upgrade

**Sponsor** GDOT

**Jurisdiction** Clayton County, Fayette County

**Analysis Level** Exempt from Air Quality Analysis (40 CFR 93)



**Existing Thru Lane**  **LCI**

**Planned Thru Lane**  **Flex**

**Network Year**

**Corridor Length**  miles

**Detailed Description and Justification**

This project will upgrade a deficient bridge on SR 920 at the Flint River.

Phase Status & Funding Information		Status	FISCAL YEAR	TOTAL PHASE COST	BREAKDOWN OF TOTAL PHASE COST BY FUNDING SOURCE			
					FEDERAL	STATE	BONDS	LOCAL/PRIVATE
PE	Surface Transportation Block Grant (STBG) Program Flex (GDOT)	AUTH	2020	\$650,000	\$520,000	\$130,000	\$0,000	\$0,000
ROW	Local Jurisdiction/Municipality Funds		2025	\$50,000	\$0,000	\$0,000	\$0,000	\$50,000
ROW	Surface Transportation Block Grant Program (STBG) Flexible		2025	\$322,524	\$258,019	\$64,505	\$0,000	\$0,000
CST	Surface Transportation Block Grant Program (STBG) Flexible		2026	\$5,455,268	\$4,364,214	\$1,091,054	\$0,000	\$0,000
				<b>\$6,477,792</b>	<b>\$5,142,233</b>	<b>\$1,285,559</b>	<b>\$0,000</b>	<b>\$50,000</b>

SCP: Scoping PE: Preliminary engineering / engineering / design / planning PE-OV: GDOT oversight services for engineering ROW: Right-of-way Acquisition  
 UTL: Utility relocation CST: Construction / Implementation ALL: Total estimated cost, inclusive of all phases



**Short Title** TRANSPORTATION WORKFORCE TRAINING PILOT PROGRAM

**GDOT Project No.** N/A

**Federal ID No.** N/A

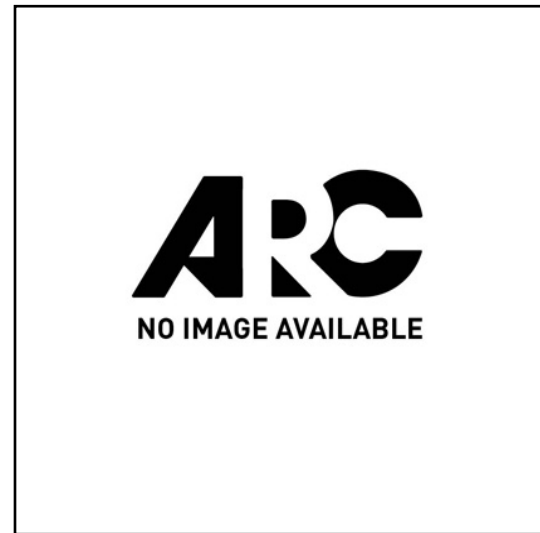
**Status** Programmed

**Service Type** Other / Miscellaneous

**Sponsor** ARC

**Jurisdiction** Regional

**Analysis Level** Exempt from Air Quality Analysis (40 CFR 93)



**Existing Thru Lane**  **LCI**

**Planned Thru Lane**  **Flex**

**Network Year**

**Corridor Length**  miles

**Detailed Description and Justification**

The intent of Building Georgia is to foster collaboration across the state between government agencies, the private sector, the workforce training community and others to "close the gap" between the current levels of workforce employment in the infrastructure construction sector and what will be needed for Georgia to successfully take advantage of new funding provided in the 2021 Infrastructure Investment & Jobs Act (IIJA).

Phase Status & Funding Information		Status	FISCAL YEAR	TOTAL PHASE COST	BREAKDOWN OF TOTAL PHASE COST BY FUNDING SOURCE			
					FEDERAL	STATE	BONDS	LOCAL/PRIVATE
SCP	Congestion Mitigation & Air Quality Improvement (CMAQ)		2025	\$1,550,000	\$1,550,000	\$0,000	\$0,000	\$0,000
				<b>\$1,550,000</b>	<b>\$1,550,000</b>	<b>\$0,000</b>	<b>\$0,000</b>	<b>\$0,000</b>

SCP: Scoping PE: Preliminary engineering / engineering / design / planning PE-OV: GDOT oversight services for engineering ROW: Right-of-way Acquisition  
 UTL: Utility relocation CST: Construction / Implementation ALL: Total estimated cost, inclusive of all phases

**Short Title** CFI COMMUNITY CHARGING SITE EVALUATION AND IMPLEMENTATION SUPPORT

**GDOT Project No.** N/A

**Federal ID No.** N/A

**Status** Programmed

**Service Type** Other / Planning

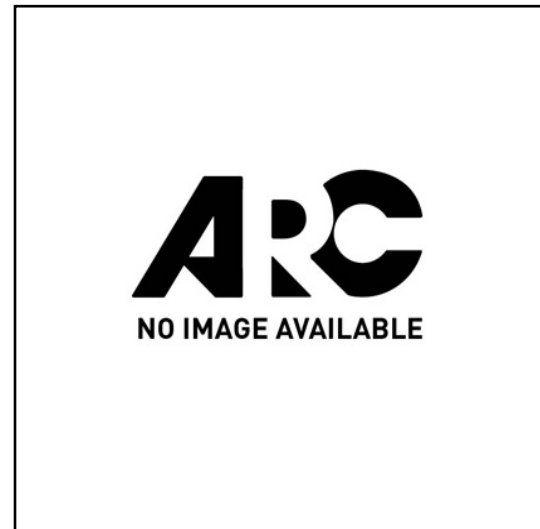
**Sponsor** ARC

**Jurisdiction** Regional

**Analysis Level** Exempt from Air Quality Analysis (40 CFR 93)

**Existing Thru Lane**  **LCI**

**Planned Thru Lane**  **Flex**



**Network Year**

**Corridor Length**  miles

**Detailed Description and Justification**

As a condition of a \$6.1 million grant under the federal Charging and Fueling Infrastructure program, ARC committed to undertaking safety audits and other related evaluation activities of charging station sites. Audits will be conducted following guidelines suggested by the FHWA's Road Safety Audit Guidelines, which served as the foundation of the Regional Safety Strategy adopted by ARC in 2023.

Phase Status & Funding Information		Status	FISCAL YEAR	TOTAL PHASE COST	BREAKDOWN OF TOTAL PHASE COST BY FUNDING SOURCE			
					FEDERAL	STATE	BONDS	LOCAL/PRIVATE
SCP	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)		2025	\$1,100,000	\$880,000	\$0,000	\$0,000	\$220,000
				<b>\$1,100,000</b>	<b>\$880,000</b>	<b>\$0,000</b>	<b>\$0,000</b>	<b>\$220,000</b>

SCP: Scoping PE: Preliminary engineering / engineering / design / planning PE-OV: GDOT oversight services for engineering ROW: Right-of-way Acquisition  
 UTL: Utility relocation CST: Construction / Implementation ALL: Total estimated cost, inclusive of all phases

**Short Title** I-75 SOUTH - NEW INTERCHANGE (INCLUDES ROADWAY WIDENING AND RELOCATION) AT BETHLEHEM ROAD FROM US 23/SR 42 TO GREENWOOD ROAD

**GDOT Project No.** 0017182

**Federal ID No.** N/A

**Status** Programmed

**Service Type** Roadway / Interchange Capacity

**Sponsor** GDOT

**Jurisdiction** Henry County

**Analysis Level** In the Region's Air Quality Conformity Analysis



**Existing Thru Lane**  **LCI**

**Planned Thru Lane**  **Flex**

**Network Year**

**Corridor Length**  miles

**Detailed Description and Justification**

New I-75 interchange intended to relieve freight congestion along the SR 155 and SR 42 industrial/distribution corridors.

Phase Status & Funding Information		Status	FISCAL YEAR	TOTAL PHASE COST	BREAKDOWN OF TOTAL PHASE COST BY FUNDING SOURCE			
					FEDERAL	STATE	BONDS	LOCAL/PRIVATE
PE	Local Participation	AUTH	2022	\$1,000,000	\$0,000	\$0,000	\$0,000	\$1,000,000
PE	National Highway Performance Program (NHPP)	AUTH	2022	\$7,670,000	\$6,136,000	\$1,534,000	\$0,000	\$0,000
ROW	National Highway Performance Program (NHPP)		2025	\$5,000,000	\$4,000,000	\$1,000,000	\$0,000	\$0,000
ROW	National Highway Performance Program (NHPP)		2026	\$4,180,000	\$3,344,000	\$836,000	\$0,000	\$0,000
CST	Local Jurisdiction/Municipality Funds		2026	\$5,000,000	\$0,000	\$0,000	\$0,000	\$5,000,000
CST	National Highway Freight Program (NHFP)		2026	\$40,439,586	\$32,351,669	\$8,087,917	\$0,000	\$0,000
CST	National Highway Performance Program (NHPP)		2026	\$191,671,566	\$153,337,253	\$38,334,313	\$0,000	\$0,000
				<b>\$254,961,152</b>	<b>\$199,168,922</b>	<b>\$49,792,230</b>	<b>\$0,000</b>	<b>\$6,000,000</b>

SCP: Scoping PE: Preliminary engineering / engineering / design / planning PE-OV: GDOT oversight services for engineering ROW: Right-of-way Acquisition  
 UTL: Utility relocation CST: Construction / Implementation ALL: Total estimated cost, inclusive of all phases

<b>Short Title</b>	TOP END 285 - I-285 NORTH EXPRESS LANES AND COLLECTOR/DISTRIBUTOR LANE IMPROVEMENTS ALONG I-285 AT ATLANTA ROAD TO HENDERSON ROAD AND ALONG SR 400 FROM NORTH SPRINGS MARTA STATION TO SOUTH OF THE I- 285 / SR 400 INTERCHANGE
<b>GDOT Project No.</b>	0001758
<b>Federal ID No.</b>	N/A
<b>Status</b>	Programmed
<b>Service Type</b>	Roadway / Express Lanes
<b>Sponsor</b>	GDOT
<b>Jurisdiction</b>	Regional - Perimeter
<b>Analysis Level</b>	In the Region's Air Quality Conformity Analysis



<b>Existing Thru Lane</b>	<input type="text" value="0"/>	<b>LCI</b>	<input type="checkbox"/>	<b>Network Year</b>	<input type="text" value="2040"/>
<b>Planned Thru Lane</b>	<input type="text" value="4"/>	<b>Flex</b>	<input type="checkbox"/>	<b>Corridor Length</b>	<input type="text" value="19.27"/> miles

**Detailed Description and Justification**

This project supports travel options and more reliable trip times by completing preliminary engineering and right-of-way acquisition activities for two new Express Lanes in each direction along I-285 from Paces Ferry Road to Henderson Road, and along SR 400 from North Springs MARTA station to the interchange at I-285/SR 400. The I-285 Top End Express Lanes will be part of the larger Georgia Express Lanes network. All construction activities for this corridor are documented within AR-ML-200W (PI# 0017124), AR-ML-200E1 (PI# 0017135) and AR-ML-200E2 (PI# 0019965).

Phase Status & Funding Information	Status	FISCAL YEAR	TOTAL PHASE COST	BREAKDOWN OF TOTAL PHASE COST BY FUNDING SOURCE			
				FEDERAL	STATE	BONDS	LOCAL/PRIVATE
PE National Highway System	AUTH	2003	\$1,000,000	\$800,000	\$200,000	\$0,000	\$0,000
PE National Highway System	AUTH	2006	\$21,192,897	\$16,954,318	\$4,238,579	\$0,000	\$0,000
PE Interstate Maintenance	AUTH	2007	\$1,250,000	\$1,125,000	\$125,000	\$0,000	\$0,000
PE Interstate Maintenance	AUTH	2007	\$2,701,631	\$2,161,305	\$540,326	\$0,000	\$0,000
PE Transit Project Bond (2007) - State	AUTH	2007	\$217,190	\$0,000	\$217,190	\$0,000	\$0,000
PE Transportation Funding Act (HB 170)	AUTH	2017	\$9,000,000	\$0,000	\$9,000,000	\$0,000	\$0,000
PE National Highway Performance Program (NHPP)	AUTH	2018	\$2,678,210	\$2,142,568	\$535,642	\$0,000	\$0,000
PE Repurposed Earmark	AUTH	2018	\$2,021,790	\$1,617,432	\$404,358	\$0,000	\$0,000
PE Transportation Funding Act (HB 170)	AUTH	2019	\$4,400,000	\$0,000	\$4,400,000	\$0,000	\$0,000
PE Transportation Funding Act (HB 170)	AUTH	2020	\$26,200,000	\$0,000	\$26,200,000	\$0,000	\$0,000
PE Transportation Funding Act (HB 170)	AUTH	2021	\$29,900,000	\$0,000	\$29,900,000	\$0,000	\$0,000

PE	National Highway Performance Program (NHPP)	AUTH	2022	<b>\$30,070,188</b>	<del>\$24,056,150</del>	<del>\$6,014,038</del>	<del>\$0,000</del>	<del>\$0,000</del>
PE	National Highway Performance Program (NHPP)	AUTH	2023	<b>\$44,008,000</b>	<del>\$35,206,400</del>	<del>\$8,801,600</del>	<del>\$0,000</del>	<del>\$0,000</del>
PE	National Highway Performance Program (NHPP)		2025	<b>\$17,302,000</b>	\$13,841,600	\$3,460,400	\$0,000	\$0,000
PE	National Highway Performance Program (NHPP)		2026	<b>\$20,000,000</b>	\$16,000,000	\$4,000,000	\$0,000	\$0,000
PE	National Highway Performance Program (NHPP)		2027	<b>\$24,500,000</b>	\$19,600,000	\$4,900,000	\$0,000	\$0,000
PE	National Highway Performance Program (NHPP)		2028	<b>\$6,000,000</b>	\$4,800,000	\$1,200,000	\$0,000	\$0,000
PE	General Federal Aid 2029-2050		LR 2029-2030	<b>\$36,000,000</b>	\$28,800,000	\$7,200,000	\$0,000	\$0,000
PE	General Federal Aid 2029-2050		LR 2031-2033	<b>\$3,500,000</b>	\$2,800,000	\$700,000	\$0,000	\$0,000
ROW	GARVEE Bonds (GRVA2)	AUTH	2018	<b>\$49,000,000</b>	<del>\$0,000</del>	<del>\$0,000</del>	<del>\$49,000,000</del>	<del>\$0,000</del>
ROW	GARVEE Bonds (GRV-2)	AUTH	2021	<b>\$5,000,000</b>	<del>\$0,000</del>	<del>\$0,000</del>	<del>\$5,000,000</del>	<del>\$0,000</del>
ROW	GARVEE Bonds (GRV-2)	AUTH	2022	<b>\$98,000,000</b>	<del>\$0,000</del>	<del>\$0,000</del>	<del>\$98,000,000</del>	<del>\$0,000</del>
ROW	Transportation Funding Act (HB 170)	AUTH	2022	<b>\$232,000</b>	<del>\$0,000</del>	<del>\$232,000</del>	<del>\$0,000</del>	<del>\$0,000</del>
ROW	GARVEE Bonds (GRV-2)	AUTH	2023	<b>\$125,000,000</b>	<del>\$0,000</del>	<del>\$0,000</del>	<del>\$125,000,000</del>	<del>\$0,000</del>
ROW	GARVEE Bonds (GRV-2)		2024	<b>\$25,000,000</b>	\$0,000	\$0,000	\$25,000,000	\$0,000
ROW	GARVEE Bonds (GRV-2)		2025	<b>\$70,000,000</b>	\$0,000	\$0,000	\$70,000,000	\$0,000
ROW	GARVEE Bonds (GRV-2)		2026	<b>\$20,000,000</b>	\$0,000	\$0,000	\$20,000,000	\$0,000
ROW	National Highway Performance Program (NHPP)		2026	<b>\$154,000,000</b>	\$123,200,000	\$30,800,000	\$0,000	\$0,000
ROW	National Highway Performance Program (NHPP)		2027	<b>\$145,000,000</b>	\$116,000,000	\$29,000,000	\$0,000	\$0,000
ROW	National Highway Performance Program (NHPP)		2028	<b>\$86,000,000</b>	\$68,800,000	\$17,200,000	\$0,000	\$0,000
				<b>\$1,059,173,906</b>	<b>\$477,904,773</b>	<b>\$189,269,133</b>	<b>\$392,000,000</b>	<b>\$0,000</b>

SCP: Scoping PE: Preliminary engineering / engineering / design / planning PE-OV: GDOT oversight services for engineering ROW: Right-of-way Acquisition  
 UTL: Utility relocation CST: Construction / Implementation ALL: Total estimated cost, inclusive of all phases

**Short Title** I-285 EAST EXPRESS LANES - PHASE 1 FROM NORTHSIDE DRIVE TO NORTH SHALLOWFORD ROAD

**GDOT Project No.** 0017135

**Federal ID No.** N/A

**Status** Programmed

**Service Type** Roadway / Express Lanes

**Sponsor** GDOT

**Jurisdiction** Regional - Perimeter

**Analysis Level** In the Region's Air Quality Conformity Analysis



**Existing Thru Lane**  **LCI**

**Planned Thru Lane**  **Flex**

**Network Year**

**Corridor Length**  miles

**Detailed Description and Justification**

This project provides travel options and more reliable trip times by constructing new, optional express lanes in each direction along I-285 from west of SR 400 to Shallowford Road, and along SR 400 from North Springs MARTA Station to south of the I-285/SR 400 Interchange. The I-285 East Phase 1 Express Lanes will be part of the larger Georgia Express Lanes network. Preliminary engineering and right-of-way acquisition activities for this project are documented under AR-ML-200 (PI# 0001758).

Phase Status & Funding Information		Status	FISCAL YEAR	TOTAL PHASE COST	BREAKDOWN OF TOTAL PHASE COST BY FUNDING SOURCE			
					FEDERAL	STATE	BONDS	LOCAL/PRIVATE
UTL	Transportation Funding Act (HB 170)	AUTH	2021	\$14,000,000	\$0,000	\$14,000,000	\$0,000	\$0,000
UTL	National Highway Performance Program (NHPP)	AUTH	2023	\$6,000,000	\$4,800,000	\$1,200,000	\$0,000	\$0,000
UTL	National Highway Performance Program (NHPP)	AUTH	2024	\$1,875,239	\$1,500,191	\$375,048	\$0,000	\$0,000
UTL	National Highway Performance Program (NHPP)		2025	\$43,000,000	\$34,400,000	\$8,600,000	\$0,000	\$0,000
CST	Private Financing		2027	\$8,180,762	\$0,000	\$0,000	\$8,180,762	\$0,000
CST	Transportation Funding Act (HB 170)		2027	\$88,340,551	\$0,000	\$88,340,551	\$0,000	\$0,000
CST	Private Financing		2028	\$143,975,257	\$0,000	\$0,000	\$143,975,257	\$0,000
CST	Transportation Funding Act (HB 170)		2028	\$145,368,149	\$0,000	\$145,368,149	\$0,000	\$0,000
CST	Private Financing		LR 2029-2030	\$699,424,379	\$0,000	\$0,000	\$699,424,379	\$0,000
CST	Transportation Funding Act (HB 170)		LR 2029-2030	\$253,246,577	\$0,000	\$253,246,577	\$0,000	\$0,000

CST	General Federal Aid 2029-2050		LR 2031-2033	<b>\$217,559,052</b>	\$174,047,242	\$43,511,810	\$0,000	\$0,000
CST	Private Financing		LR 2031-2033	<b>\$1,235,649,736</b>	\$0,000	\$0,000	\$1,235,649,736	\$0,000
CST	Transportation Funding Act (HB 170)		LR 2031-2033	<b>\$216,390,414</b>	\$0,000	\$216,390,414	\$0,000	\$0,000
CST	General Federal Aid 2029-2050		LR 2034-2040	<b>\$313,310,356</b>	\$250,648,285	\$62,662,071	\$0,000	\$0,000
CST	Private Financing		LR 2041-2050	<b>\$186,513,168</b>	\$0,000	\$0,000	\$186,513,168	\$0,000
				<b>\$3,572,833,640</b>	<b>\$465,395,718</b>	<b>\$833,694,620</b>	<b>\$2,273,743,302</b>	<b>\$0,000</b>

SCP: Scoping PE: Preliminary engineering / engineering / design / planning PE-OV: GDOT oversight services for engineering ROW: Right-of-way Acquisition  
 UTL: Utility relocation CST: Construction / Implementation ALL: Total estimated cost, inclusive of all phases



For additional information about this project, please call (404) 463-3100 or email [transportation@atlantaregional.com](mailto:transportation@atlantaregional.com).





**Short Title** I-285 EAST EXPRESS LANES - PHASE 2 FROM SHALLOWFORD ROAD TO HENDERSON ROAD

**GDOT Project No.** 0019965

**Federal ID No.** N/A

**Status** Long Range

**Service Type** Roadway / Express Lanes

**Sponsor** GDOT

**Jurisdiction** Regional - Perimeter

**Analysis Level** In the Region's Air Quality Conformity Analysis



**Existing Thru Lane**  **LCI**

**Planned Thru Lane**  **Flex**

**Network Year**

**Corridor Length**  miles

**Detailed Description and Justification**

This project provides travel options and more reliable trip times by constructing new, optional express lanes in each direction along I-285 from Shallowford Road to Henderson Road. The I-285 East Phase 2 Express Lanes will be part of the larger Georgia Express Lanes network. Preliminary engineering and right-of-way acquisition activities for this project are documented under AR-ML-200 (PI# 0001758).

Phase Status & Funding Information		Status	FISCAL YEAR	TOTAL PHASE COST	BREAKDOWN OF TOTAL PHASE COST BY FUNDING SOURCE			
					FEDERAL	STATE	BONDS	LOCAL/PRIVATE
CST	General Federal Aid 2029-2050		LR 2031-2033	\$146,523,875	\$117,219,100	\$29,304,775	\$0,000	\$0,000
CST	Private Financing		LR 2031-2033	\$197,265,189	\$0,000	\$0,000	\$197,265,189	\$0,000
CST	Transportation Funding Act (HB 170)		LR 2031-2033	\$40,543,752	\$0,000	\$40,543,752	\$0,000	\$0,000
CST	General Federal Aid 2029-2050		LR 2034-2040	\$937,828,984	\$750,263,187	\$187,565,797	\$0,000	\$0,000
CST	Private Financing		LR 2034-2040	\$1,947,678,295	\$0,000	\$0,000	\$1,947,678,295	\$0,000
CST	General Federal Aid 2029-2050		LR 2041-2050	\$51,448,860	\$41,159,088	\$10,289,772	\$0,000	\$0,000
				<b>\$3,321,288,955</b>	<b>\$908,641,375</b>	<b>\$267,704,096</b>	<b>\$2,144,943,484</b>	<b>\$0,000</b>

SCP: Scoping PE: Preliminary engineering / engineering / design / planning PE-OV: GDOT oversight services for engineering ROW: Right-of-way Acquisition  
 UTL: Utility relocation CST: Construction / Implementation ALL: Total estimated cost, inclusive of all phases

<b>Short Title</b>	I-285 TOP END WEST EXPRESS LANES FROM NORTHSIDE DRIVE TO ATLANTA ROAD		
<b>GDOT Project No.</b>	0017124		
<b>Federal ID No.</b>	N/A		
<b>Status</b>	Programmed		
<b>Service Type</b>	Roadway / Express Lanes		
<b>Sponsor</b>	GDOT		
<b>Jurisdiction</b>	Regional - Perimeter		
<b>Analysis Level</b>	In the Region's Air Quality Conformity Analysis		



<b>Existing Thru Lane</b>	<input type="text" value="0"/>	<b>LCI</b>	<input type="checkbox"/>	<b>Network Year</b>	<input type="text" value="2040"/>
<b>Planned Thru Lane</b>	<input type="text" value="4"/>	<b>Flex</b>	<input type="checkbox"/>	<b>Corridor Length</b>	<input type="text" value="5.7"/> miles

**Detailed Description and Justification**

This project provides travel options and more reliable trip times by constructing new, optional express lanes in each direction on I-285 from Northside Drive to Atlanta Road in Cobb County. The I-285 Top End West Express Lanes will be part of the larger Georgia Express Lanes network. Preliminary engineering and right-of-way acquisition activities for this project are documented under AR-ML-200 (PI# 0001758).

Phase Status & Funding Information		Status	FISCAL YEAR	TOTAL PHASE COST	BREAKDOWN OF TOTAL PHASE COST BY FUNDING SOURCE			
					FEDERAL	STATE	BONDS	LOCAL/PRIVATE
UTL	Transportation Funding Act (HB 170)	AUTH	2023	\$8,000,000	\$0,000	\$8,000,000	\$0,000	\$0,000
UTL	National Highway Performance Program (NHPP)		2025	\$13,000,000	\$10,400,000	\$2,600,000	\$0,000	\$0,000
CST	General Federal Aid 2029-2050		LR 2029-2030	\$84,650,234	\$67,720,187	\$16,930,047	\$0,000	\$0,000
CST	Private Financing		LR 2029-2030	\$86,896,667	\$0,000	\$0,000	\$86,896,667	\$0,000
CST	Transportation Funding Act (HB 170)		LR 2029-2030	\$84,658,868	\$0,000	\$84,658,868	\$0,000	\$0,000
CST	General Federal Aid 2029-2050		LR 2031-2033	\$307,605,380	\$246,084,304	\$61,521,076	\$0,000	\$0,000
CST	Private Financing		LR 2031-2033	\$820,249,294	\$0,000	\$0,000	\$820,249,294	\$0,000
CST	General Federal Aid 2029-2050		LR 2034-2040	\$439,295,514	\$351,436,411	\$87,859,103	\$0,000	\$0,000
CST	Private Financing		LR 2034-2040	\$714,216,850	\$0,000	\$0,000	\$714,216,850	\$0,000
				<b>\$2,558,572,807</b>	<b>\$675,640,902</b>	<b>\$261,569,094</b>	<b>\$1,621,362,811</b>	<b>\$0,000</b>



For additional information about this project, please call (404) 463-3100 or email [transportation@atlantaregional.com](mailto:transportation@atlantaregional.com).



**Short Title** I-285 WESTSIDE EXPRESS LANES FROM I-20 TO ATLANTA ROAD

**GDOT Project No.** 0013917

**Federal ID No.** N/A

**Status** Programmed

**Service Type** Roadway / Express Lanes

**Sponsor** GDOT

**Jurisdiction** Regional - Perimeter

**Analysis Level** In the Region's Air Quality Conformity Analysis



**Existing Thru Lane**  **LCI**

**Planned Thru Lane**  **Flex**

**Network Year**

**Corridor Length**  miles

**Detailed Description and Justification**

This project provides travel options and more reliable trip times by adding one new Express lane in each direction on I-285 between South of D.L. Hollowell Parkway and Mt. Wilkinson Parkway. The I-285 Westside Express Lanes will be part of the larger Georgia Express Lanes network.

Phase Status & Funding Information		Status	FISCAL YEAR	TOTAL PHASE COST	BREAKDOWN OF TOTAL PHASE COST BY FUNDING SOURCE			
					FEDERAL	STATE	BONDS	LOCAL/PRIVATE
PE	Transportation Funding Act (HB 170)	AUTH	2017	\$1,035,523	\$0,000	\$1,035,523	\$0,000	\$0,000
PE	Repurposed Earmark	AUTH	2018	\$2,753,499	\$2,202,799	\$550,700	\$0,000	\$0,000
PE	Repurposed Earmark (RPF9)	AUTH	2018	\$159,559	\$127,647	\$31,912	\$0,000	\$0,000
PE	National Highway Performance Program (NHPP)	AUTH	2019	\$4,000,000	\$3,200,000	\$800,000	\$0,000	\$0,000
PE	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	AUTH	2019	\$2,125,000	\$1,700,000	\$425,000	\$0,000	\$0,000
PE	Highway Infrastructure – 23 USC 133(b)(1)(A) Activities in Areas With a Population Over 200,000 (Z005)	AUTH	2020	\$7,000,000	\$5,600,000	\$1,400,000	\$0,000	\$0,000
PE	Highway Infrastructure – 23 USC 133(b)(1)(A) Activities in Areas With a Population Over 200,000 (Z905)	AUTH	2021	\$7,000,000	\$5,600,000	\$1,400,000	\$0,000	\$0,000
PE	National Highway Performance Program (NHPP)	AUTH	2022	\$10,230,000	\$8,184,000	\$2,046,000	\$0,000	\$0,000

PE	National Highway Performance Program (NHPP)	AUTH	2023	<b>\$3,000,000</b>	<del>\$2,400,000</del>	<del>\$600,000</del>	<del>\$0,000</del>	<del>\$0,000</del>
PE	Transportation Funding Act (HB 170)		2024	<b>\$7,000,000</b>	\$0,000	\$7,000,000	\$0,000	\$0,000
PE	National Highway Performance Program (NHPP)		2025	<b>\$15,000,000</b>	\$12,000,000	\$3,000,000	\$0,000	\$0,000
PE	National Highway Performance Program (NHPP)		2026	<b>\$6,500,000</b>	\$5,200,000	\$1,300,000	\$0,000	\$0,000
PE	National Highway Performance Program (NHPP)		2027	<b>\$9,000,000</b>	\$7,200,000	\$1,800,000	\$0,000	\$0,000
PE	National Highway Performance Program (NHPP)		2028	<b>\$5,000,000</b>	\$4,000,000	\$1,000,000	\$0,000	\$0,000
PE	General Federal Aid 2029-2050		LR 2029-2030	<b>\$10,000,000</b>	\$8,000,000	\$2,000,000	\$0,000	\$0,000
PE	General Federal Aid 2029-2050		LR 2031-2033	<b>\$7,000,000</b>	\$5,600,000	\$1,400,000	\$0,000	\$0,000
ROW	State Motor Fuel	AUTH	2021	<b>\$951,690</b>	<del>\$0,000</del>	<del>\$951,690</del>	<del>\$0,000</del>	<del>\$0,000</del>
ROW	National Highway Performance Program (NHPP)	AUTH	2023	<b>\$10,000,000</b>	<del>\$8,000,000</del>	<del>\$2,000,000</del>	<del>\$0,000</del>	<del>\$0,000</del>
ROW	Transportation Funding Act (HB 170)		2025	<b>\$2,000,000</b>	\$0,000	\$2,000,000	\$0,000	\$0,000
ROW	National Highway Performance Program (NHPP)		2026	<b>\$8,000,000</b>	\$6,400,000	\$1,600,000	\$0,000	\$0,000
ROW	National Highway Performance Program (NHPP)		2027	<b>\$28,000,000</b>	\$22,400,000	\$5,600,000	\$0,000	\$0,000
ROW	National Highway Performance Program (NHPP)		2028	<b>\$48,000,000</b>	\$38,400,000	\$9,600,000	\$0,000	\$0,000
ROW	General Federal Aid 2029-2050		LR 2029-2030	<b>\$63,000,000</b>	\$50,400,000	\$12,600,000	\$0,000	\$0,000
UTL	National Highway Performance Program (NHPP)		2025	<b>\$3,000,000</b>	\$2,400,000	\$600,000	\$0,000	\$0,000
CST	General Federal Aid 2029-2050		LR 2031-2033	<b>\$112,497,932</b>	\$89,998,346	\$22,499,586	\$0,000	\$0,000
CST	Private Financing		LR 2031-2033	<b>\$34,475,961</b>	\$0,000	\$0,000	\$34,475,961	\$0,000
CST	General Federal Aid 2029-2050		LR 2034-2040	<b>\$747,663,169</b>	\$598,130,535	\$149,532,634	\$0,000	\$0,000
CST	Private Financing		LR 2034-2040	<b>\$1,753,243,368</b>	\$0,000	\$0,000	\$1,753,243,368	\$0,000
CST	General Federal Aid 2029-2050		LR 2041-2050	<b>\$70,929,896</b>	\$56,743,917	\$14,185,979	\$0,000	\$0,000
				<b>\$2,978,565,597</b>	<b>\$943,887,244</b>	<b>\$246,959,024</b>	<b>\$1,787,719,329</b>	<b>\$0,000</b>

SCP: Scoping PE: Preliminary engineering / engineering / design / planning PE-OV: GDOT oversight services for engineering ROW: Right-of-way Acquisition  
UTL: Utility relocation CST: Construction / Implementation ALL: Total estimated cost, inclusive of all phases



For additional information about this project, please call (404) 463-3100 or email [transportation@atlantaregional.com](mailto:transportation@atlantaregional.com).



**Short Title** I-285 EAST EXPRESS LANES FROM I-20 EAST TO HENDERSON ROAD

**GDOT Project No.** 0013914

**Federal ID No.** N/A

**Status** Programmed

**Service Type** Roadway / Express Lanes

**Sponsor** GDOT

**Jurisdiction** Regional - Perimeter

**Analysis Level** In the Region's Air Quality Conformity Analysis



**Existing Thru Lane**  **LCI**

**Planned Thru Lane**  **Flex**

**Network Year**

**Corridor Length**  miles

**Detailed Description and Justification**

This project provides travel options and more reliable trip times by adding two new Express lane in each direction on I-285 between Henderson Road and US 78. The I-285 East Phase 3 Express Lanes will be part of the larger Georgia Express Lanes network. Preliminary engineering and right-of-way acquisition activities are funded by this project. Construction activities are documented in AR-ML-240A (PI# 0019966) and AR-ML-240B (PI# 0019967)

Phase Status & Funding Information		Status	FISCAL YEAR	TOTAL PHASE COST	BREAKDOWN OF TOTAL PHASE COST BY FUNDING SOURCE			
					FEDERAL	STATE	BONDS	LOCAL/PRIVATE
PE	Transportation Funding Act (HB 170)	AUTH	2017	\$1,400,000	\$0,000	\$1,400,000	\$0,000	\$0,000
PE	Transportation Funding Act (HB 170)	AUTH	2018	\$3,098,071	\$0,000	\$3,098,071	\$0,000	\$0,000
PE	Repurposed Earmark	AUTH	2019	\$4,383,388	\$3,506,710	\$876,678	\$0,000	\$0,000
PE	Repurposed Earmark (RPF9)	AUTH	2019	\$457,088	\$365,670	\$91,418	\$0,000	\$0,000
PE	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	AUTH	2019	\$2,516,613	\$2,013,290	\$503,323	\$0,000	\$0,000
PE	Transportation Funding Act (HB 170)	AUTH	2020	\$14,000,000	\$0,000	\$14,000,000	\$0,000	\$0,000
PE	Highway Infrastructure – 23 U.S.C. 133(b)(1)(A) activities in any area (Z904)	AUTH	2021	\$8,000,000	\$6,400,000	\$1,600,000	\$0,000	\$0,000
PE	National Highway Performance Program (NHPP)	AUTH	2022	\$10,059,250	\$8,047,400	\$2,011,850	\$0,000	\$0,000
PE	National Highway Performance Program (NHPP)	AUTH	2023	\$1,000,000	\$800,000	\$200,000	\$0,000	\$0,000



PE	Transportation Funding Act (HB 170)		2024	<b>\$3,000,000</b>	\$0,000	\$3,000,000	\$0,000	\$0,000
PE	National Highway Performance Program (NHPP)		2025	<b>\$13,000,000</b>	\$10,400,000	\$2,600,000	\$0,000	\$0,000
PE	National Highway Performance Program (NHPP)		2026	<b>\$5,000,000</b>	\$4,000,000	\$1,000,000	\$0,000	\$0,000
PE	National Highway Performance Program (NHPP)		2027	<b>\$8,000,000</b>	\$6,400,000	\$1,600,000	\$0,000	\$0,000
PE	National Highway Performance Program (NHPP)		2028	<b>\$5,000,000</b>	\$4,000,000	\$1,000,000	\$0,000	\$0,000
PE	General Federal Aid 2029-2050		LR 2029-2030	<b>\$4,000,000</b>	\$3,200,000	\$800,000	\$0,000	\$0,000
PE	General Federal Aid 2029-2050		LR 2031-2033	<b>\$19,000,000</b>	\$15,200,000	\$3,800,000	\$0,000	\$0,000
PE	General Federal Aid 2029-2050		LR 2034-2040	<b>\$12,000,000</b>	\$9,600,000	\$2,400,000	\$0,000	\$0,000
ROW	State Motor Fuel	AUTH	2020	<b>\$2,000,000</b>	<del>\$0,000</del>	<del>\$0,000</del>	<del>\$2,000,000</del>	<del>\$0,000</del>
ROW	GARVEE Bonds (GRVA2)	AUTH	2021	<b>\$2,000,000</b>	<del>\$0,000</del>	<del>\$0,000</del>	<del>\$2,000,000</del>	<del>\$0,000</del>
ROW	GARVEE Bonds (GRVA2)	AUTH	2022	<b>\$2,000,000</b>	<del>\$0,000</del>	<del>\$0,000</del>	<del>\$2,000,000</del>	<del>\$0,000</del>
ROW	National Highway Performance Program (NHPP)	AUTH	2023	<b>\$29,750,000</b>	<del>\$23,800,000</del>	<del>\$5,950,000</del>	<del>\$0,000</del>	<del>\$0,000</del>
ROW	GARVEE Bonds (GRV)		2025	<b>\$2,000,000</b>	\$0,000	\$0,000	\$2,000,000	\$0,000
ROW	GARVEE Bonds (GRV)		2026	<b>\$2,000,000</b>	\$0,000	\$0,000	\$2,000,000	\$0,000
ROW	National Highway Performance Program (NHPP)		2026	<b>\$6,000,000</b>	\$4,800,000	\$1,200,000	\$0,000	\$0,000
ROW	National Highway Performance Program (NHPP)		2027	<b>\$29,000,000</b>	\$23,200,000	\$5,800,000	\$0,000	\$0,000
ROW	National Highway Performance Program (NHPP)		2028	<b>\$37,000,000</b>	\$29,600,000	\$7,400,000	\$0,000	\$0,000
ROW	General Federal Aid 2029-2050		LR 2029-2030	<b>\$13,000,000</b>	\$10,400,000	\$2,600,000	\$0,000	\$0,000
				<b>\$238,664,410</b>	<b>\$165,733,070</b>	<b>\$62,931,340</b>	<b>\$10,000,000</b>	<b>\$0,000</b>

SCP: Scoping PE: Preliminary engineering / engineering / design / planning PE-OV: GDOT oversight services for engineering ROW: Right-of-way Acquisition  
 UTL: Utility relocation CST: Construction / Implementation ALL: Total estimated cost, inclusive of all phases



For additional information about this project, please call (404) 463-3100 or email [transportation@atlantaregional.com](mailto:transportation@atlantaregional.com).





**Short Title** I-285 EAST EXPRESS LANES - PHASE 3 FROM HENDERSON ROAD TO US 78

**GDOT Project No.** 0019966

**Federal ID No.** N/A

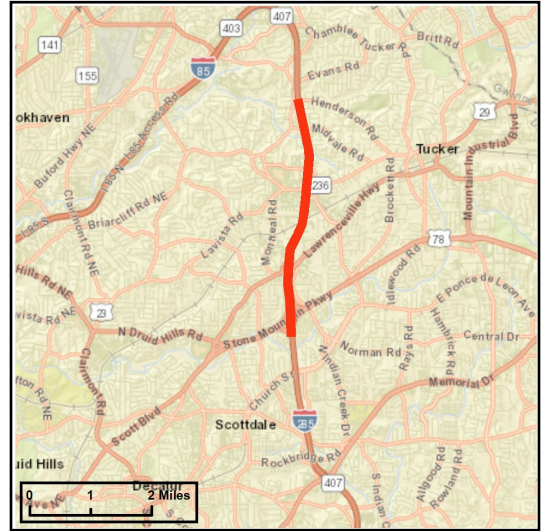
**Status** Long Range

**Service Type** Roadway / Express Lanes

**Sponsor** GDOT

**Jurisdiction** Regional - Perimeter

**Analysis Level** In the Region's Air Quality Conformity Analysis



**Existing Thru Lane**  **LCI**

**Planned Thru Lane**  **Flex**

**Network Year**

**Corridor Length**  miles

**Detailed Description and Justification**

This project provides travel options and more reliable trip times by adding two new Express lane in each direction on I-285 between Henderson Road and US 78. The I-285 East Phase 3 Express Lanes will be part of the larger Georgia Express Lanes network. Preliminary engineering and right-of-way acquisition activities for this project are documented under AR-ML-240 (PI# 0013914).

Phase Status & Funding Information		Status	FISCAL YEAR	TOTAL PHASE COST	BREAKDOWN OF TOTAL PHASE COST BY FUNDING SOURCE			
					FEDERAL	STATE	BONDS	LOCAL/PRIVATE
CST	General Federal Aid 2029-2050		LR 2034-2040	<b>\$733,655,416</b>	\$586,924,333	\$146,731,083	\$0,000	\$0,000
CST	Private Financing		LR 2034-2040	<b>\$1,985,187,386</b>	\$0,000	\$0,000	\$1,985,187,386	\$0,000
CST	Transportation Funding Act (HB 170)		LR 2034-2040	<b>\$90,380,412</b>	\$0,000	\$90,380,412	\$0,000	\$0,000
CST	General Federal Aid 2029-2050		LR 2041-2050	<b>\$313,326,248</b>	\$250,660,998	\$62,665,250	\$0,000	\$0,000
CST	Private Financing		LR 2041-2050	<b>\$222,716,071</b>	\$0,000	\$0,000	\$222,716,071	\$0,000
				<b>\$3,345,265,533</b>	<b>\$837,585,331</b>	<b>\$299,776,745</b>	<b>\$2,207,903,457</b>	<b>\$0,000</b>

SCP: Scoping PE: Preliminary engineering / engineering / design / planning PE-OV: GDOT oversight services for engineering ROW: Right-of-way Acquisition  
 UTL: Utility relocation CST: Construction / Implementation ALL: Total estimated cost, inclusive of all phases

<b>Short Title</b>	I-285 EAST EXPRESS LANES - PHASE 4 FROM US 78 TO I-20 EAST		
<b>GDOT Project No.</b>	0019967		
<b>Federal ID No.</b>	N/A		
<b>Status</b>	Long Range		
<b>Service Type</b>	Roadway / Express Lanes		
<b>Sponsor</b>	GDOT		
<b>Jurisdiction</b>	Regional - Perimeter		
<b>Analysis Level</b>	In the Region's Air Quality Conformity Analysis		



<b>Existing Thru Lane</b>	<input type="text" value="0"/>	<b>LCI</b>	<input type="checkbox"/>	<b>Network Year</b>	<input type="text" value="2050"/>
<b>Planned Thru Lane</b>	<input type="text" value="4"/>	<b>Flex</b>	<input type="checkbox"/>	<b>Corridor Length</b>	<input type="text" value="6.92"/> miles

**Detailed Description and Justification**

This project provides travel options and more reliable trip times by adding two new Express lanes in each direction on I-285 between US 78 and I-20 East. The I-285 East Phase 4 Express Lanes will be part of the larger Georgia Express Lanes network. Preliminary engineering and right-of-way acquisition activities for this project are documented under AR-ML-240 (PI# 0013914).

Phase Status & Funding Information		Status	FISCAL YEAR	TOTAL PHASE COST	BREAKDOWN OF TOTAL PHASE COST BY FUNDING SOURCE			
					FEDERAL	STATE	BONDS	LOCAL/PRIVATE
CST	General Federal Aid 2029-2050		LR 2034-2040	<b>\$454,880,306</b>	\$363,904,245	\$90,976,061	\$0,000	\$0,000
CST	Private Financing		LR 2034-2040	<b>\$1,040,389,934</b>	\$0,000	\$0,000	\$1,040,389,934	\$0,000
CST	Transportation Funding Act (HB 170)		LR 2034-2040	<b>\$127,481,834</b>	\$0,000	\$127,481,834	\$0,000	\$0,000
CST	General Federal Aid 2029-2050		LR 2041-2050	<b>\$786,492,490</b>	\$629,193,992	\$157,298,498	\$0,000	\$0,000
CST	Private Financing		LR 2041-2050	<b>\$1,589,327,220</b>	\$0,000	\$0,000	\$1,589,327,220	\$0,000
				<b>\$3,998,571,784</b>	<b>\$993,098,237</b>	<b>\$375,756,393</b>	<b>\$2,629,717,154</b>	<b>\$0,000</b>

SCP: Scoping PE: Preliminary engineering / engineering / design / planning PE-OV: GDOT oversight services for engineering ROW: Right-of-way Acquisition  
 UTL: Utility relocation CST: Construction / Implementation ALL: Total estimated cost, inclusive of all phases

**Short Title** SR 400 EXPRESS LANES FROM NORTH SPRINGS MARTA STATION TO MCFARLAND ROAD

**GDOT Project No.** 0001757

**Federal ID No.** N/A

**Status** Programmed

**Service Type** Roadway / Express Lanes

**Sponsor** GDOT

**Jurisdiction** Regional - North

**Analysis Level** In the Region's Air Quality Conformity Analysis



**Existing Thru Lane**  **LCI**

**Planned Thru Lane**  **Flex**

**Network Year**

**Corridor Length**  miles

**Detailed Description and Justification**

This project provides travel options and more reliable trip times by adding two new express lanes in each direction on SR 400 between the North Springs MARTA station and McGinnis Ferry Road and one express lane in each direction from McGinnis Ferry Road to McFarland Parkway. The SR 400 Express Lanes will be part of the larger Georgia Express Lanes network.

Phase Status & Funding Information	Status	FISCAL YEAR	TOTAL PHASE COST	BREAKDOWN OF TOTAL PHASE COST BY FUNDING SOURCE			
				FEDERAL	STATE	BONDS	LOCAL/PRIVATE
PE Interstate Maintenance	AUTH	2005	\$8,538,782	\$7,684,904	\$853,878	\$0,000	\$0,000
PE National Highway System	AUTH	2005	\$461,218	\$368,974	\$92,244	\$0,000	\$0,000
PE Federal Earmark	AUTH	2010	\$171,095	\$136,876	\$34,219	\$0,000	\$0,000
PE Federal Earmark Funding	AUTH	2010	\$728,806	\$583,945	\$145,761	\$0,000	\$0,000
PE SRTA Funds (44220)	AUTH	2011	\$2,060,253	\$0,000	\$0,000	\$0,000	\$2,060,253
PE Transportation Funding Act (HB 170)	AUTH	2017	\$5,000,000	\$0,000	\$5,000,000	\$0,000	\$0,000
PE National Highway Performance Program (NHPP)	AUTH	2018	\$9,400,000	\$7,520,000	\$1,880,000	\$0,000	\$0,000
PE National Highway Performance Program (NHPP)	AUTH	2019	\$17,400,000	\$13,920,000	\$3,480,000	\$0,000	\$0,000
PE National Highway Performance Program (NHPP)	AUTH	2020	\$2,400,000	\$1,920,000	\$480,000	\$0,000	\$0,000
PE National Highway Performance Program (NHPP)	AUTH	2021	\$4,250,000	\$3,400,000	\$850,000	\$0,000	\$0,000
PE National Highway Performance Program (NHPP)		2024	\$700,000	\$560,000	\$140,000	\$0,000	\$0,000
ROW National Highway Performance Program (NHPP)	AUTH	2019	\$19,820,000	\$15,856,000	\$3,964,000	\$0,000	\$0,000

? For additional information about this project, please call (404) 463-3100 or email transportation@atlantaregional.com.



ROW	GARVEE Bonds (GRV-1)	AUTH	2020	<b>\$26,000,000</b>	<del>\$0,000</del>	<del>\$0,000</del>	<del>\$26,000,000</del>	<del>\$0,000</del>
ROW	Bus Rapid Transit	AUTH	2021	<b>\$19,250,000</b>	<del>\$0,000</del>	<del>\$0,000</del>	<del>\$19,250,000</del>	<del>\$0,000</del>
ROW	GARVEE Bonds (GRV-2)	AUTH	2021	<b>\$12,000,000</b>	<del>\$0,000</del>	<del>\$0,000</del>	<del>\$12,000,000</del>	<del>\$0,000</del>
ROW	GARVEE Bonds (GRV-2)	AUTH	2022	<b>\$18,500,000</b>	<del>\$0,000</del>	<del>\$0,000</del>	<del>\$18,500,000</del>	<del>\$0,000</del>
ROW	GARVEE Bonds (GRV-2)	AUTH	2023	<b>\$38,000,000</b>	<del>\$0,000</del>	<del>\$0,000</del>	<del>\$38,000,000</del>	<del>\$0,000</del>
ROW	GARVEE Bonds (GRV-2)		2025	<b>\$8,000,000</b>	\$0,000	\$0,000	\$8,000,000	\$0,000
ROW	National Highway Performance Program (NHPP)		2025	<b>\$1,401,110</b>	\$1,120,888	\$280,222	\$0,000	\$0,000
ROW	GARVEE Bonds (GRV-2)		2026	<b>\$2,000,000</b>	\$0,000	\$0,000	\$2,000,000	\$0,000
ROW	National Highway Performance Program (NHPP)		2026	<b>\$30,000,000</b>	\$24,000,000	\$6,000,000	\$0,000	\$0,000
ROW	National Highway Performance Program (NHPP)		2027	<b>\$15,356,483</b>	\$12,285,186	\$3,071,297	\$0,000	\$0,000
UTL	Transportation Funding Act (HB 170)	AUTH	2021	<b>\$25,650,000</b>	<del>\$0,000</del>	<del>\$25,650,000</del>	<del>\$0,000</del>	<del>\$0,000</del>
CST	Local Jurisdiction/Municipality Funds	AUTH	2021	<b>\$214,286</b>	<del>\$0,000</del>	<del>\$0,000</del>	<del>\$0,000</del>	<del>\$214,286</del>
CST	Bus Rapid Transit	AUTH	2022	<b>\$2,010,000</b>	<del>\$0,000</del>	<del>\$0,000</del>	<del>\$2,010,000</del>	<del>\$0,000</del>
CST	INFRA Discretionary Grants	AUTH	2022	<b>\$60,000,000</b>	<del>\$48,000,000</del>	<del>\$12,000,000</del>	<del>\$0,000</del>	<del>\$0,000</del>
CST	Local Jurisdiction/Municipality Funds	AUTH	2022	<b>\$12,075,226</b>	<del>\$0,000</del>	<del>\$0,000</del>	<del>\$0,000</del>	<del>\$12,075,226</del>
CST	National Highway Performance Program (NHPP)	AUTH	2022	<b>\$12,864,502</b>	<del>\$10,291,602</del>	<del>\$2,572,900</del>	<del>\$0,000</del>	<del>\$0,000</del>
CST	Highway Safety Improvement Program (HSIP)	AUTH	2023	<b>\$400,000</b>	<del>\$360,000</del>	<del>\$40,000</del>	<del>\$0,000</del>	<del>\$0,000</del>
CST	National Highway Performance Program (NHPP)	AUTH	2023	<b>\$4,000,000</b>	<del>\$3,200,000</del>	<del>\$800,000</del>	<del>\$0,000</del>	<del>\$0,000</del>
CST	National Highway Performance Program (NHPP)		2024	<b>\$3,500,000</b>	\$2,800,000	\$700,000	\$0,000	\$0,000
CST	Bus Rapid Transit		2025	<b>\$75,000,000</b>	\$0,000	\$0,000	\$75,000,000	\$0,000
CST	GARVEE Bonds (GRV-2)		2025	<b>\$60,000,000</b>	\$0,000	\$0,000	\$60,000,000	\$0,000
CST	GRB BONDS (Guaranteed Revenue)		2025	<b>\$60,000,000</b>	\$0,000	\$0,000	\$60,000,000	\$0,000
CST	INFRA Discretionary Grants		2025	<b>\$68,729,298</b>	\$54,983,438	\$13,745,860	\$0,000	\$0,000
CST	National Highway Performance Program (NHPP)		2025	<b>\$102,500,000</b>	\$82,000,000	\$20,500,000	\$0,000	\$0,000
CST	Bus Rapid Transit		2026	<b>\$12,700,000</b>	\$0,000	\$0,000	\$12,700,000	\$0,000
CST	GRB BONDS (Guaranteed Revenue)		2026	<b>\$14,000,000</b>	\$0,000	\$0,000	\$14,000,000	\$0,000
CST	INFRA Discretionary Grants		2026	<b>\$101,426,261</b>	\$81,141,009	\$20,285,252	\$0,000	\$0,000
CST	National Highway Performance Program (NHPP)		2026	<b>\$60,121,461</b>	\$48,097,169	\$12,024,292	\$0,000	\$0,000
CST	Private Financing		2026	<b>\$66,271,123</b>	\$0,000	\$0,000	\$66,271,123	\$0,000
CST	Bus Rapid Transit		2027	<b>\$27,050,000</b>	\$0,000	\$0,000	\$27,050,000	\$0,000
CST	GRB BONDS (Guaranteed Revenue)		2027	<b>\$13,000,000</b>	\$0,000	\$0,000	\$13,000,000	\$0,000
CST	Local Jurisdiction/Municipality Funds		2027	<b>\$15,971,428</b>	\$0,000	\$0,000	\$0,000	\$15,971,428
CST	National Highway Performance Program (NHPP)		2027	<b>\$236,935,484</b>	\$189,548,387	\$47,387,097	\$0,000	\$0,000
CST	Private Financing		2027	<b>\$177,511,937</b>	\$0,000	\$0,000	\$177,511,937	\$0,000
CST	Bus Rapid Transit		2028	<b>\$26,240,000</b>	\$0,000	\$0,000	\$26,240,000	\$0,000
CST	National Highway Performance Program (NHPP)		2028	<b>\$365,066,261</b>	\$292,053,009	\$73,013,252	\$0,000	\$0,000
CST	Private Financing		2028	<b>\$236,682,583</b>	\$0,000	\$0,000	\$236,682,583	\$0,000
CST	General Federal Aid 2029-2050		LR 2029-2030	<b>\$334,263,301</b>	\$267,410,641	\$66,852,660	\$0,000	\$0,000
CST	Private Financing		LR 2029-2030	<b>\$473,365,166</b>	\$0,000	\$0,000	\$473,365,166	\$0,000
CST	General Federal Aid 2029-2050		LR 2031-2033	<b>\$20,593,947</b>	\$16,475,158	\$4,118,789	\$0,000	\$0,000



For additional information about this project, please call (404) 463-3100 or email [transportation@atlantaregional.com](mailto:transportation@atlantaregional.com).



CST	Private Financing		LR 2031-2033	<b>\$160,800,052</b>	\$0,000	\$0,000	\$160,800,052	\$0,000
CST	Transportation Funding Act (HB 170)		LR 2031-2033	<b>\$60,000,000</b>	\$0,000	\$60,000,000	\$0,000	\$0,000
				<b>\$3,130,380,063</b>	<b>\$1,185,716,286</b>	<b>\$385,961,723</b>	<b>\$1,528,380,861</b>	<b>\$30,321,193</b>

SCP: Scoping PE: Preliminary engineering / engineering / design / planning PE-OV: GDOT oversight services for engineering ROW: Right-of-way Acquisition  
 UTL: Utility relocation CST: Construction / Implementation ALL: Total estimated cost, inclusive of all phases



For additional information about this project, please call (404) 463-3100 or email [transportation@atlantaregional.com](mailto:transportation@atlantaregional.com).



**Short Title** I-285 INTERCHANGE IMPROVEMENTS AT I-20 WEST

**GDOT Project No.** 0013918

**Federal ID No.** IM000-0000-00(379)

**Status** Programmed

**Service Type** Roadway / Interchange Capacity

**Sponsor** GDOT

**Jurisdiction** Regional

**Analysis Level** In the Region's Air Quality Conformity Analysis



**Existing Thru Lane**  **LCI**

**Planned Thru Lane**  **Flex**

**Network Year**

**Corridor Length**  miles

**Detailed Description and Justification**

This project will improve traffic flow and safety at the busy I-285/I-20 west interchange from Factory Shoals Road to Linkwood Drive along I-20 and from SR 139/MLK Jr Drive to SR 8/Donald Lee Hollowell Parkway along I-285. Reconstructs ramps and constructs new collector-distributor (CD) lanes.

Phase Status & Funding Information		Status	FISCAL YEAR	TOTAL PHASE COST	BREAKDOWN OF TOTAL PHASE COST BY FUNDING SOURCE			
					FEDERAL	STATE	BONDS	LOCAL/PRIVATE
PE	Transportation Funding Act (HB 170)	AUTH	2017	\$1,500,000	\$0,000	\$1,500,000	\$0,000	\$0,000
PE	Federal Earmark Funding	AUTH	2018	\$1,347,627	\$1,078,102	\$269,525	\$0,000	\$0,000
PE	National Highway Performance Program (NHPP)	AUTH	2018	\$2,199,555	\$1,759,644	\$439,911	\$0,000	\$0,000
PE	Repurposed Earmark	AUTH	2018	\$6,803,808	\$5,443,046	\$1,360,762	\$0,000	\$0,000
PE	Repurposed Earmark (RPF9)	AUTH	2018	\$736,419	\$589,135	\$147,284	\$0,000	\$0,000
PE	SAFETEA-LU Earmark	AUTH	2018	\$455,346	\$364,277	\$91,069	\$0,000	\$0,000
PE	Highway Infrastructure – 23 USC 133(b)(1)(A) Activities in Areas With a Population Over 200,000 (Z005)	AUTH	2020	\$1,250,000	\$1,000,000	\$250,000	\$0,000	\$0,000
PE	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	AUTH	2020	\$2,750,000	\$2,200,000	\$550,000	\$0,000	\$0,000
PE	Highway Infrastructure – 23 USC 133(b)(1)(A) Activities in Areas With a Population Over 200,000 (Z905)	AUTH	2021	\$6,300,000	\$5,040,000	\$1,260,000	\$0,000	\$0,000



PE	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	AUTH	2022	<b>\$3,713,988</b>	<del>\$2,971,190</del>	<del>\$742,798</del>	<del>\$0,000</del>	<del>\$0,000</del>
PE	National Highway Performance Program (NHPP)	AUTH	2023	<b>\$8,813,407</b>	<del>\$7,050,726</del>	<del>\$1,762,681</del>	<del>\$0,000</del>	<del>\$0,000</del>
PE	National Highway Performance Program (NHPP)		2024	<b>\$3,500,000</b>	\$2,800,000	\$700,000	\$0,000	\$0,000
PE	National Highway Performance Program (NHPP)		2025	<b>\$9,000,000</b>	\$7,200,000	\$1,800,000	\$0,000	\$0,000
ROW	GARVEE Bonds (GRVA2)	AUTH	2022	<b>\$3,000,000</b>	<del>\$0,000</del>	<del>\$0,000</del>	<del>\$3,000,000</del>	<del>\$0,000</del>
ROW	GARVEE Bonds (GRVA2)	AUTH	2023	<b>\$2,000,000</b>	<del>\$0,000</del>	<del>\$0,000</del>	<del>\$2,000,000</del>	<del>\$0,000</del>
ROW	National Highway Performance Program (NHPP)	AUTH	2023	<b>\$7,600,000</b>	<del>\$6,080,000</del>	<del>\$1,520,000</del>	<del>\$0,000</del>	<del>\$0,000</del>
ROW	GARVEE Bonds (GRVA2)	AUTH	2024	<b>\$3,350,000</b>	<del>\$0,000</del>	<del>\$0,000</del>	<del>\$3,350,000</del>	<del>\$0,000</del>
ROW	GARVEE Bonds (GRV-2)		2025	<b>\$8,000,000</b>	\$0,000	\$0,000	\$8,000,000	\$0,000
ROW	GARVEE Bonds (GRV-2)		2026	<b>\$1,000,000</b>	\$0,000	\$0,000	\$1,000,000	\$0,000
ROW	National Highway Performance Program (NHPP)		2026	<b>\$3,000,000</b>	\$2,400,000	\$600,000	\$0,000	\$0,000
UTL	National Highway Performance Program (NHPP)	AUTH	2022	<b>\$16,400,000</b>	<del>\$13,120,000</del>	<del>\$3,280,000</del>	<del>\$0,000</del>	<del>\$0,000</del>
UTL	National Highway Performance Program (NHPP)		2024	<b>\$1,578,275</b>	\$1,262,620	\$315,655	\$0,000	\$0,000
CST	GARVEE Bonds (GRV-2)		2025	<b>\$90,000,000</b>	\$0,000	\$0,000	\$90,000,000	\$0,000
CST	National Highway Performance Program (NHPP)		2025	<b>\$100,990,405</b>	\$80,792,324	\$20,198,081	\$0,000	\$0,000
CST	National Highway Performance Program (NHPP)		2026	<b>\$58,917,156</b>	\$47,133,725	\$11,783,431	\$0,000	\$0,000
CST	National Highway Freight Program (NHFP)		2027	<b>\$23,988,323</b>	\$19,190,658	\$4,797,665	\$0,000	\$0,000
CST	National Highway Performance Program (NHPP)		2027	<b>\$200,727,212</b>	\$160,581,769	\$40,145,443	\$0,000	\$0,000
CST	Transportation Funding Act (HB 170)		2028	<b>\$249,215,534</b>	\$0,000	\$249,215,534	\$0,000	\$0,000
CST	Transportation Funding Act (HB 170)		LR 2029-2030	<b>\$457,963,711</b>	\$0,000	\$457,963,711	\$0,000	\$0,000
CST	General Federal Aid 2029-2050		LR 2031-2033	<b>\$415,666,669</b>	\$332,533,335	\$83,133,334	\$0,000	\$0,000
				<b>\$1,691,767,435</b>	<b>\$700,590,551</b>	<b>\$883,826,884</b>	<b>\$107,350,000</b>	<b>\$0,000</b>

SCP: Scoping PE: Preliminary engineering / engineering / design / planning PE-OV: GDOT oversight services for engineering ROW: Right-of-way Acquisition  
 UTL: Utility relocation CST: Construction / Implementation ALL: Total estimated cost, inclusive of all phases



**Short Title** US 29/SR 14 (LEE STREET) BRIDGE UPGRADE AT ABANDONED CSX RAIL LINE BETWEEN WHITE STREET AND DONNELLY AVENUE

**GDOT Project No.** 0013810

**Federal ID No.** N/A

**Status** Programmed

**Service Type** Roadway / Bridge Upgrade

**Sponsor** GDOT

**Jurisdiction** City of Atlanta

**Analysis Level** Exempt from Air Quality Analysis (40 CFR 93)



**Existing Thru Lane**  **LCI**

**Planned Thru Lane**  **Flex**

**Network Year**

**Corridor Length**  miles

**Detailed Description and Justification**

This project will upgrade the existing bridge along US 29/SR 14 (Lee Street) at the abandoned CSX Rail Line located between White Street and Donnelly Avenue.

Phase Status & Funding Information		Status	FISCAL YEAR	TOTAL PHASE COST	BREAKDOWN OF TOTAL PHASE COST BY FUNDING SOURCE			
					FEDERAL	STATE	BONDS	LOCAL/PRIVATE
PE	STP - Statewide Flexible (GDOT)	AUTH	2016	\$2,151,000	\$1,720,800	\$430,200	\$0,000	\$0,000
ROW	Bridge Formula Program (Y113)	AUTH	2023	\$1,350,000	\$1,080,000	\$270,000	\$0,000	\$0,000
UTL	Surface Transportation Block Grant Program (STBG) Flexible		2025	\$64,466	\$51,573	\$12,893	\$0,000	\$0,000
CST	Surface Transportation Block Grant Program (STBG) Flexible		2025	\$6,867,053	\$5,493,641	\$1,373,412	\$0,000	\$0,000
				<b>\$10,432,519</b>	<b>\$8,346,014</b>	<b>\$2,086,505</b>	<b>\$0,000</b>	<b>\$0,000</b>

SCP: Scoping PE: Preliminary engineering / engineering / design / planning PE-OV: GDOT oversight services for engineering ROW: Right-of-way Acquisition  
 UTL: Utility relocation CST: Construction / Implementation ALL: Total estimated cost, inclusive of all phases

**Short Title** SR 14 (PETERS STREET) BRIDGE REPLACEMENT AT AT NORFOLK SOUTHERN BRIDGE #718047H

**GDOT Project No.** 0015546

**Federal ID No.** N/A

**Status** Programmed

**Service Type** Roadway / Bridge Upgrade

**Sponsor** GDOT

**Jurisdiction** City of Atlanta

**Analysis Level** Exempt from Air Quality Analysis (40 CFR 93)



**Existing Thru Lane**  **LCI**

**Planned Thru Lane**  **Flex**

**Network Year**

**Corridor Length**  miles

**Detailed Description and Justification**

Project 0015546 in Fulton County will replace a temporarily shored Norfolk Southern Railway bridge (Inventory # 718047H, Rail Road MP: 0152.93-H) in the City of Atlanta on State Route 14. The State Route 14 rail road bridge have a sufficiency rating of 50.5.

Phase Status & Funding Information		Status	FISCAL YEAR	TOTAL PHASE COST	BREAKDOWN OF TOTAL PHASE COST BY FUNDING SOURCE			
					FEDERAL	STATE	BONDS	LOCAL/PRIVATE
SCP	Surface Transportation Block Grant (STBG) Program Flex (GDOT)	AUTH	2019	\$300,000	\$240,000	\$60,000	\$0,000	\$0,000
PE	Surface Transportation Block Grant (STBG) Program Flex (GDOT)	AUTH	2020	\$2,000,000	\$1,600,000	\$400,000	\$0,000	\$0,000
ROW	Surface Transportation Block Grant Program (STBG) Flexible		2025	\$6,713,701	\$5,370,961	\$1,342,740	\$0,000	\$0,000
UTL	Surface Transportation Block Grant Program (STBG) Flexible		2027	\$826,329	\$661,062	\$165,267	\$0,000	\$0,000
CST	Surface Transportation Block Grant Program (STBG) Flexible		2027	\$31,652,403	\$25,321,921	\$6,330,482	\$0,000	\$0,000
				<b>\$41,492,433</b>	<b>\$33,193,944</b>	<b>\$8,298,489</b>	<b>\$0,000</b>	<b>\$0,000</b>

SCP: Scoping PE: Preliminary engineering / engineering / design / planning PE-OV: GDOT oversight services for engineering ROW: Right-of-way Acquisition  
 UTL: Utility relocation CST: Construction / Implementation ALL: Total estimated cost, inclusive of all phases

**Short Title** SR 237 (PIEDMONT ROAD) BRIDGE REPLACEMENT AT CSX BRIDGE #639816C

**GDOT Project No.** 0020158

**Federal ID No.** N/A

**Status** Programmed

**Service Type** Roadway / Bridge Upgrade

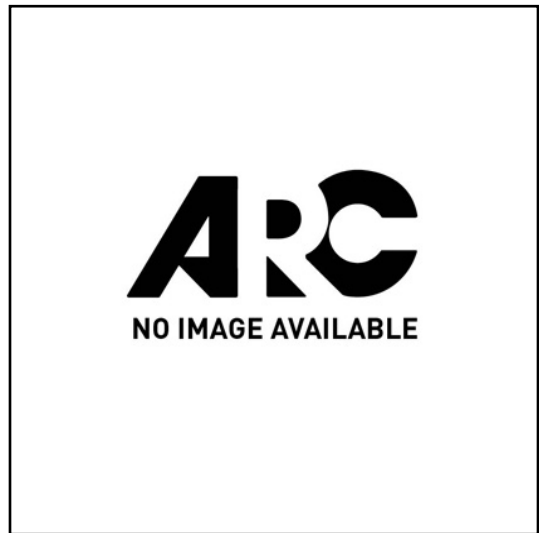
**Sponsor** GDOT

**Jurisdiction** City of Atlanta

**Analysis Level** Exempt from Air Quality Analysis (40 CFR 93)

**Existing Thru Lane**  **LCI**

**Planned Thru Lane**  **Flex**



**Network Year**

**Corridor Length**  miles

**Detailed Description and Justification**

This project will replace the Piedmont Road bridge at the CSX railroad just north of I-85 (CSX bridge #639816C)

Phase Status & Funding Information		Status	FISCAL YEAR	TOTAL PHASE COST	BREAKDOWN OF TOTAL PHASE COST BY FUNDING SOURCE			
					FEDERAL	STATE	BONDS	LOCAL/PRIVATE
PE	National Highway Performance Program (NHPP)		2025	<b>\$1,500,000</b>	\$1,200,000	\$300,000	\$0,000	\$0,000
ROW	National Highway Performance Program (NHPP)		2027	<b>\$1,000,000</b>	\$800,000	\$200,000	\$0,000	\$0,000
ALL	General Federal Aid 2029-2050		LR 2029-2030	<b>\$17,800,000</b>	\$14,240,000	\$3,560,000	\$0,000	\$0,000
				<b>\$20,300,000</b>	<b>\$16,240,000</b>	<b>\$4,060,000</b>	<b>\$0,000</b>	<b>\$0,000</b>

SCP: Scoping PE: Preliminary engineering / engineering / design / planning PE-OV: GDOT oversight services for engineering ROW: Right-of-way Acquisition  
 UTL: Utility relocation CST: Construction / Implementation ALL: Total estimated cost, inclusive of all phases

**Short Title** SR 237 (PIEDMONT ROAD) BRIDGE REPLACEMENT AT PEACHTREE CREEK

**GDOT Project No.** N/A

**Federal ID No.** N/A

**Status** Programmed

**Service Type** Roadway / Bridge Upgrade

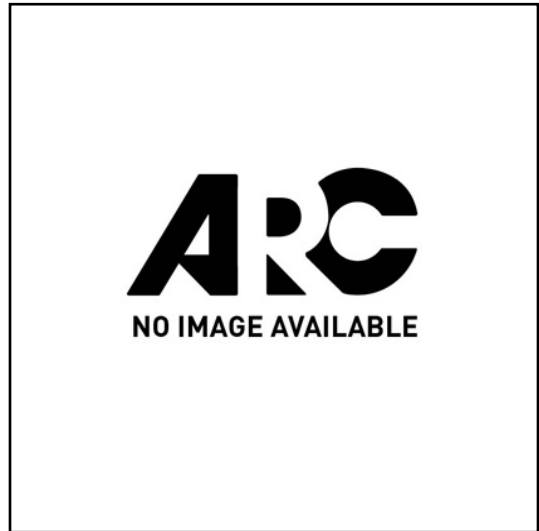
**Sponsor** GDOT

**Jurisdiction** City of Atlanta

**Analysis Level** Exempt from Air Quality Analysis (40 CFR 93)

**Existing Thru Lane**  **LCI**

**Planned Thru Lane**  **Flex**



**Network Year**

**Corridor Length**  miles

**Detailed Description and Justification**

This project will replace the Piedmont Road bridge at Peachtree Creek just north of I-85.

Phase Status & Funding Information		Status	FISCAL YEAR	TOTAL PHASE COST	BREAKDOWN OF TOTAL PHASE COST BY FUNDING SOURCE			
					FEDERAL	STATE	BONDS	LOCAL/PRIVATE
PE	National Highway Performance Program (NHPP)		2025	<b>\$1,500,000</b>	\$1,200,000	\$300,000	\$0,000	\$0,000
ROW	National Highway Performance Program (NHPP)		2027	<b>\$4,000,000</b>	\$3,200,000	\$800,000	\$0,000	\$0,000
ALL	General Federal Aid 2029-2050		LR 2029-2030	<b>\$25,300,000</b>	\$20,240,000	\$5,060,000	\$0,000	\$0,000
				<b>\$30,800,000</b>	<b>\$24,640,000</b>	<b>\$6,160,000</b>	<b>\$0,000</b>	<b>\$0,000</b>

SCP: Scoping PE: Preliminary engineering / engineering / design / planning PE-OV: GDOT oversight services for engineering ROW: Right-of-way Acquisition  
 UTL: Utility relocation CST: Construction / Implementation ALL: Total estimated cost, inclusive of all phases

**Short Title** SR 316 - NEW INTERCHANGE AT SR 211 (BETHLEHEM ROAD)

**GDOT Project No.** 0010352

**Federal ID No.** N/A

**Status** Programmed

**Service Type** Roadway / Interchange Capacity

**Sponsor** GDOT

**Jurisdiction** Regional - Northeast

**Analysis Level** In the Region's Air Quality Conformity Analysis



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**Existing Thru Lane**  **LCI**

**Planned Thru Lane**  **Flex**

**Network Year**

**Corridor Length**  miles

**Detailed Description and Justification**

The proposed Project will remove the existing at-grade crossings of SR 211/Bethlehem Road and McCarty Road with US 29/SR 8/SR 316 and a create grade separated diamond interchange at SR 211/Bethlehem Road. When completed SR 211/Bethlehem Road is proposed to bridge over SR 316. McCarty Road is proposed as a cul-de-sac on the north side of SR 316 and a new local road is proposed to connect the southern portion of McCarty Road to SR 211/Bethlehem Road intersecting at Doc McLocklin Road. Additionally, north of SR 316, the Bethlehem Road and Price Street intersection will be closed, creating a dead end and cul-de-sac on Price Street. To account for this closed intersection, Statham Drive will be extended west to Price Street.

Phase Status & Funding Information		Status	FISCAL YEAR	TOTAL PHASE COST	BREAKDOWN OF TOTAL PHASE COST BY FUNDING SOURCE			
					FEDERAL	STATE	BONDS	LOCAL/PRIVATE
PE	National Highway Performance Program (NHPP)	AUTH	2022	<b>\$1,248,480</b>	\$998,784	\$249,696	\$0,000	\$0,000
PE	National Highway Performance Program (NHPP)	AUTH	2023	<b>\$1,388,145</b>	\$1,110,516	\$277,629	\$0,000	\$0,000
ROW	Economic Development Infrastructure Grant	AUTH	2023	<b>\$3,190,000</b>	\$2,552,000	\$638,000	\$0,000	\$0,000
ROW	Transportation Funding Act (HB 170)		2024	<b>\$1,120,000</b>	\$0,000	\$1,120,000	\$0,000	\$0,000
CST	National Highway Performance Program (NHPP)	AUTH	2024	<b>\$6,078,609</b>	\$4,862,887	\$1,215,722	\$0,000	\$0,000
CST	National Highway Performance Program (NHPP)		2025	<b>\$19,451,548</b>	\$15,561,238	\$3,890,310	\$0,000	\$0,000
CST	National Highway Performance Program (NHPP)		2026	<b>\$17,020,106</b>	\$13,616,085	\$3,404,021	\$0,000	\$0,000
CST	National Highway Performance Program (NHPP)		2027	<b>\$6,078,609</b>	\$4,862,887	\$1,215,722	\$0,000	\$0,000
				<b>\$55,575,497</b>	<b>\$43,564,397</b>	<b>\$12,011,100</b>	<b>\$0,000</b>	<b>\$0,000</b>

SCP: Scoping PE: Preliminary engineering / engineering / design / planning PE-OV: GDOT oversight services for engineering ROW: Right-of-way Acquisition  
 UTL: Utility relocation CST: Construction / Implementation ALL: Total estimated cost, inclusive of all phases

? For additional information about this project, please call (404) 463-3100 or email [transportation@atlantaregional.com](mailto:transportation@atlantaregional.com).



**Short Title** SR 316 - NEW INTERCHANGE AT KILCREASE ROAD

**GDOT Project No.** 0013902

**Federal ID No.** N/A

**Status** Programmed

**Service Type** Roadway / Interchange Capacity

**Sponsor** GDOT

**Jurisdiction** Barrow County

**Analysis Level** In the Region's Air Quality Conformity Analysis



**Existing Thru Lane**  **LCI**

**Planned Thru Lane**  **Flex**

**Network Year**

**Corridor Length**  miles

**Detailed Description and Justification**

This project will create a new interchange on SR 316 at Kilcrease Road in Barrow county.

Phase Status & Funding Information		Status	FISCAL YEAR	TOTAL PHASE COST	BREAKDOWN OF TOTAL PHASE COST BY FUNDING SOURCE			
					FEDERAL	STATE	BONDS	LOCAL/PRIVATE
PE	National Highway Performance Program (NHPP)	AUTH	2022	<b>\$3,256,452</b>	\$2,605,162	\$651,290	\$0,000	\$0,000
PE	National Highway Performance Program (NHPP)	AUTH	2023	<b>\$331,224</b>	\$264,979	\$66,245	\$0,000	\$0,000
PE	National Highway Performance Program (NHPP)		2025	<b>\$1,400,000</b>	\$1,120,000	\$280,000	\$0,000	\$0,000
ROW	National Highway Performance Program (NHPP)		2024	<b>\$14,311,452</b>	\$11,449,161	\$2,862,291	\$0,000	\$0,000
CST	National Highway Performance Program (NHPP)		2025	<b>\$13,926,100</b>	\$11,140,880	\$2,785,220	\$0,000	\$0,000
CST	National Highway Performance Program (NHPP)		2026	<b>\$42,407,222</b>	\$33,925,778	\$8,481,444	\$0,000	\$0,000
CST	National Highway Performance Program (NHPP)		2027	<b>\$37,555,549</b>	\$30,044,439	\$7,511,110	\$0,000	\$0,000
CST	National Highway Performance Program (NHPP)		2028	<b>\$13,926,100</b>	\$11,140,880	\$2,785,220	\$0,000	\$0,000
				<b>\$127,114,099</b>	<b>\$101,691,279</b>	<b>\$25,422,820</b>	<b>\$0,000</b>	<b>\$0,000</b>

SCP: Scoping PE: Preliminary engineering / engineering / design / planning PE-OV: GDOT oversight services for engineering ROW: Right-of-way Acquisition  
 UTL: Utility relocation CST: Construction / Implementation ALL: Total estimated cost, inclusive of all phases



**Short Title** SR 316 GRADE SEPARATION AT CARL-BETHLEHEM ROAD

**GDOT Project No.** 0013903

**Federal ID No.** N/A

**Status** Programmed

**Service Type** Roadway / Operations & Safety

**Sponsor** GDOT

**Jurisdiction** Barrow County

**Analysis Level** In the Region's Air Quality Conformity Analysis



**Existing Thru Lane**  **LCI**

**Planned Thru Lane**  **Flex**

**Network Year**

**Corridor Length**  miles

**Detailed Description and Justification**

This project will grade separate the intersection of SR 316 and Carl-Bethlehem Road in Barrow county.

Phase Status & Funding Information		Status	FISCAL YEAR	TOTAL PHASE COST	BREAKDOWN OF TOTAL PHASE COST BY FUNDING SOURCE			
					FEDERAL	STATE	BONDS	LOCAL/PRIVATE
PE	National Highway Performance Program (NHPP)	AUTH	2022	<b>\$2,625,970</b>	\$2,100,776	\$525,194	\$0,000	\$0,000
PE	National Highway Performance Program (NHPP)	AUTH	2023	<b>\$331,224</b>	\$264,979	\$66,245	\$0,000	\$0,000
PE	National Highway Performance Program (NHPP)		2025	<b>\$1,200,000</b>	\$960,000	\$240,000	\$0,000	\$0,000
ROW	National Highway Performance Program (NHPP)		2024	<b>\$6,456,390</b>	\$5,165,112	\$1,291,278	\$0,000	\$0,000
CST	National Highway Performance Program (NHPP)		2025	<b>\$5,262,493</b>	\$4,209,994	\$1,052,499	\$0,000	\$0,000
CST	National Highway Performance Program (NHPP)		2026	<b>\$16,025,140</b>	\$12,820,112	\$3,205,028	\$0,000	\$0,000
CST	National Highway Performance Program (NHPP)		2027	<b>\$14,191,755</b>	\$11,353,404	\$2,838,351	\$0,000	\$0,000
CST	National Highway Performance Program (NHPP)		2028	<b>\$5,262,493</b>	\$4,209,994	\$1,052,499	\$0,000	\$0,000
				<b>\$51,355,465</b>	<b>\$41,084,371</b>	<b>\$10,271,094</b>	<b>\$0,000</b>	<b>\$0,000</b>

SCP: Scoping PE: Preliminary engineering / engineering / design / planning PE-OV: GDOT oversight services for engineering ROW: Right-of-way Acquisition  
 UTL: Utility relocation CST: Construction / Implementation ALL: Total estimated cost, inclusive of all phases



**Short Title** SR 316 - NEW INTERCHANGE AT BARBER CREEK ROAD

**GDOT Project No.** 0013910

**Federal ID No.** N/A

**Status** Programmed

**Service Type** Roadway / Interchange Capacity

**Sponsor** GDOT

**Jurisdiction** Barrow County

**Analysis Level** In the Region's Air Quality Conformity Analysis



**Existing Thru Lane**  **LCI**

**Planned Thru Lane**  **Flex**

**Network Year**

**Corridor Length**  miles

**Detailed Description and Justification**

This project will construct a new interchange at the existing intersection of SR 316 and Barber Creek Road in Barrow County.

Phase Status & Funding Information		Status	FISCAL YEAR	TOTAL PHASE COST	BREAKDOWN OF TOTAL PHASE COST BY FUNDING SOURCE			
					FEDERAL	STATE	BONDS	LOCAL/PRIVATE
PE	Transportation Funding Act (HB 170)	AUTH	2020	\$1,500,000	\$0,000	\$1,500,000	\$0,000	\$0,000
PE	National Highway Performance Program (NHPP)	AUTH	2022	\$4,517,416	\$3,613,933	\$903,483	\$0,000	\$0,000
PE	National Highway Performance Program (NHPP)	AUTH	2023	\$541,216	\$432,973	\$108,243	\$0,000	\$0,000
ROW	National Highway Performance Program (NHPP)	AUTH	2022	\$490,000	\$392,000	\$98,000	\$0,000	\$0,000
ROW	National Highway Performance Program (NHPP)	AUTH	2023	\$5,210,000	\$4,168,000	\$1,042,000	\$0,000	\$0,000
ROW	National Highway Performance Program (NHPP)		2024	\$1,300,000	\$1,040,000	\$260,000	\$0,000	\$0,000
CST	National Highway Performance Program (NHPP)	AUTH	2024	\$12,342,045	\$9,873,636	\$2,468,409	\$0,000	\$0,000
CST	National Highway Performance Program (NHPP)		2025	\$36,642,313	\$29,313,850	\$7,328,463	\$0,000	\$0,000
CST	National Highway Performance Program (NHPP)		2026	\$29,064,053	\$23,251,242	\$5,812,811	\$0,000	\$0,000

CST	National Highway Performance Program (NHPP)		2027	<b>\$10,984,420</b>	\$8,787,536	\$2,196,884	\$0,000	\$0,000
				<b>\$102,591,463</b>	<b>\$80,873,170</b>	<b>\$21,718,293</b>	<b>\$0,000</b>	<b>\$0,000</b>

SCP: Scoping PE: Preliminary engineering / engineering / design / planning PE-OV: GDOT oversight services for engineering ROW: Right-of-way Acquisition  
 UTL: Utility relocation CST: Construction / Implementation ALL: Total estimated cost, inclusive of all phases



For additional information about this project, please call (404) 463-3100 or email [transportation@atlantaregional.com](mailto:transportation@atlantaregional.com).



**Short Title** SR 8 / US 78 BRIDGE REPLACEMENT AT AT LITTLE TALLAPOOSA RIVER

**GDOT Project No.** 0020154

**Federal ID No.** N/A

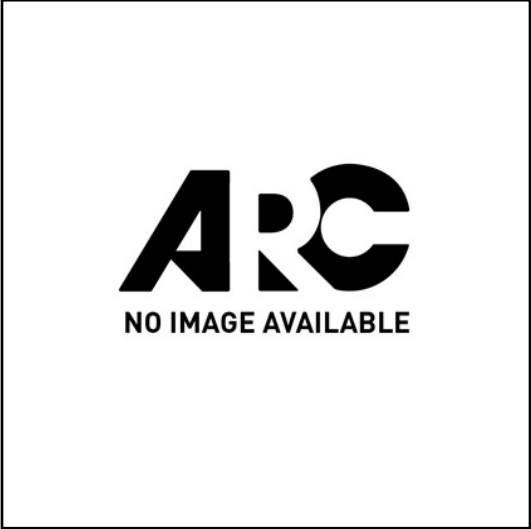
**Status** Programmed

**Service Type** Roadway / Bridge Upgrade

**Sponsor** GDOT

**Jurisdiction** Carroll County

**Analysis Level** Exempt from Air Quality Analysis (40 CFR 93)



**Existing Thru Lane**  **LCI**

**Planned Thru Lane**  **Flex**

**Network Year**

**Corridor Length**  miles

**Detailed Description and Justification**

This project will replace the SR 8 / US 78 bridge over the Little Tallapoosa River in Carroll County.

Phase Status & Funding Information		Status	FISCAL YEAR	TOTAL PHASE COST	BREAKDOWN OF TOTAL PHASE COST BY FUNDING SOURCE			
					FEDERAL	STATE	BONDS	LOCAL/PRIVATE
PE	Surface Transportation Block Grant Program (STBG) Flexible		2025	\$800,000	\$640,000	\$160,000	\$0,000	\$0,000
ROW	Surface Transportation Block Grant Program (STBG) Flexible		2027	\$150,000	\$120,000	\$30,000	\$0,000	\$0,000
ALL	General Federal Aid 2029-2050		LR 2029-2030	\$6,375,000	\$5,100,000	\$1,275,000	\$0,000	\$0,000
				<b>\$7,325,000</b>	<b>\$5,860,000</b>	<b>\$1,465,000</b>	<b>\$0,000</b>	<b>\$0,000</b>

SCP: Scoping PE: Preliminary engineering / engineering / design / planning PE-OV: GDOT oversight services for engineering ROW: Right-of-way Acquisition  
 UTL: Utility relocation CST: Construction / Implementation ALL: Total estimated cost, inclusive of all phases

**Short Title** UPPER RIVERDALE ROAD BRIDGE UPGRADE AT FLINT RIVER

**GDOT Project No.** 0016606

**Federal ID No.** N/A

**Status** Programmed

**Service Type** Roadway / Bridge Upgrade

**Sponsor** GDOT

**Jurisdiction** Clayton County

**Analysis Level** Exempt from Air Quality Analysis (40 CFR 93)



**Existing Thru Lane**  **LCI**

**Planned Thru Lane**  **Flex**

**Network Year**

**Corridor Length**  miles

**Detailed Description and Justification**

This project will upgrade a deficient bridge on Upper Riverdale Road at the Flint River.

Phase Status & Funding Information	Status	FISCAL YEAR	TOTAL PHASE COST	BREAKDOWN OF TOTAL PHASE COST BY FUNDING SOURCE			
				FEDERAL	STATE	BONDS	LOCAL/PRIVATE
PE Surface Transportation Block Grant (STBG) Program Flex (GDOT)	AUTH	2021	\$1,115,000	\$892,000	\$223,000	\$0,000	\$0,000
ROW Local Jurisdiction/Municipality Funds		2026	\$100,000	\$0,000	\$0,000	\$0,000	\$100,000
ROW Surface Transportation Block Grant Program (STBG) Flexible		2026	\$598,522	\$478,818	\$119,704	\$0,000	\$0,000
UTL Surface Transportation Block Grant Program (STBG) Flexible		2028	\$596,866	\$477,493	\$119,373	\$0,000	\$0,000
CST Surface Transportation Block Grant Program (STBG) Flexible		2028	\$9,862,885	\$7,890,308	\$1,972,577	\$0,000	\$0,000
			<b>\$12,273,273</b>	<b>\$9,738,619</b>	<b>\$2,434,654</b>	<b>\$0,000</b>	<b>\$100,000</b>

SCP: Scoping PE: Preliminary engineering / engineering / design / planning PE-OV: GDOT oversight services for engineering ROW: Right-of-way Acquisition  
 UTL: Utility relocation CST: Construction / Implementation ALL: Total estimated cost, inclusive of all phases

**Short Title** I-75 DRAINAGE IMPROVEMENTS AT HOPE CREEK

**GDOT Project No.** 0020118

**Federal ID No.** N/A

**Status** Programmed

**Service Type** Roadway / Maintenance

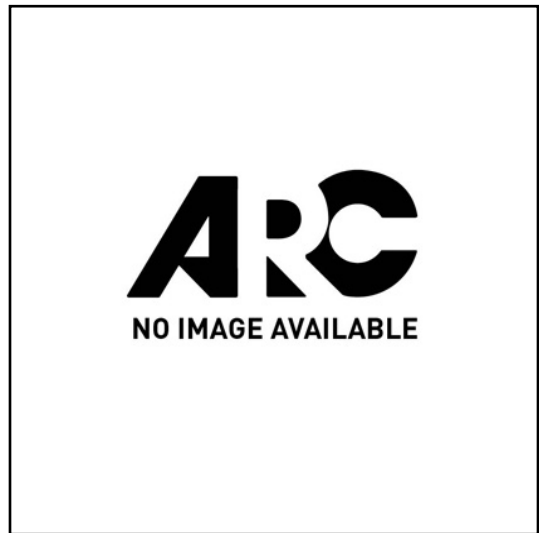
**Sponsor** GDOT

**Jurisdiction** Cobb County

**Analysis Level** Exempt from Air Quality Analysis (40 CFR 93)

**Existing Thru Lane**  **LCI**

**Planned Thru Lane**  **Flex**



**Network Year**

**Corridor Length**  miles

**Detailed Description and Justification**

This project will improve drainage in I-75 near hope creek (south of SR 120 loop)

Phase Status & Funding Information		Status	FISCAL YEAR	TOTAL PHASE COST	BREAKDOWN OF TOTAL PHASE COST BY FUNDING SOURCE			
					FEDERAL	STATE	BONDS	LOCAL/PRIVATE
PE	National Highway Performance Program (NHPP)		2024	\$650,000	\$520,000	\$130,000	\$0,000	\$0,000
ROW	National Highway Performance Program (NHPP)		2025	\$200,000	\$160,000	\$40,000	\$0,000	\$0,000
CST	National Highway Performance Program (NHPP)		2026	\$3,000,000	\$2,400,000	\$600,000	\$0,000	\$0,000
				<b>\$3,850,000</b>	<b>\$3,080,000</b>	<b>\$770,000</b>	<b>\$0,000</b>	<b>\$0,000</b>

SCP: Scoping PE: Preliminary engineering / engineering / design / planning PE-OV: GDOT oversight services for engineering ROW: Right-of-way Acquisition  
 UTL: Utility relocation CST: Construction / Implementation ALL: Total estimated cost, inclusive of all phases

**Short Title** SR 54 BRIDGE REPLACEMENT AT BEAR CREEK

**GDOT Project No.** 0013717

**Federal ID No.** N/A

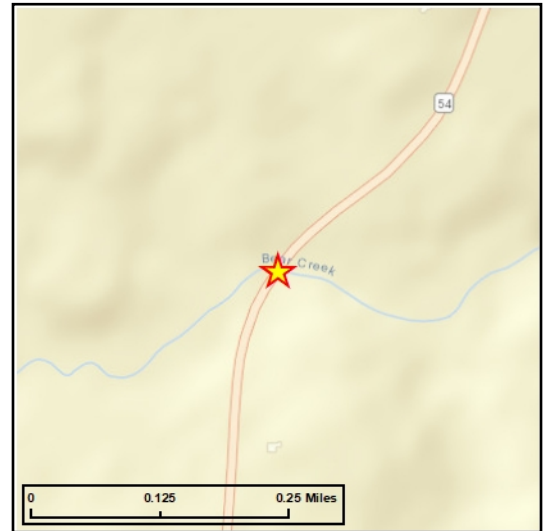
**Status** Programmed

**Service Type** Roadway / Bridge Upgrade

**Sponsor** GDOT

**Jurisdiction** Coweta County

**Analysis Level** Exempt from Air Quality Analysis (40 CFR 93)



**Existing Thru Lane**  **LCI**

**Planned Thru Lane**  **Flex**

**Network Year**

**Corridor Length**  miles

**Detailed Description and Justification**

This project is a bridge replacement on SR 54 at Bear Creek.

Phase Status & Funding Information	Status	FISCAL YEAR	TOTAL PHASE COST	BREAKDOWN OF TOTAL PHASE COST BY FUNDING SOURCE			
				FEDERAL	STATE	BONDS	LOCAL/PRIVATE
PE Surface Transportation Block Grant (STBG) Program Flex (GDOT)	AUTH	2016	\$2,635,505	\$2,108,404	\$527,101	\$0,000	\$0,000
ROW PROTECT Formula Program	AUTH	2022	\$680,000	\$544,000	\$136,000	\$0,000	\$0,000
UTL PROTECT Formula Program		2024	\$16,646	\$13,317	\$3,329	\$0,000	\$0,000
UTL Surface Transportation Block Grant Program (STBG) Flexible		2024	\$66,585	\$53,268	\$13,317	\$0,000	\$0,000
CST PROTECT Formula Program		2024	\$1,928,780	\$1,543,024	\$385,756	\$0,000	\$0,000
CST Surface Transportation Block Grant Program (STBG) Flexible		2024	\$7,715,117	\$6,172,094	\$1,543,023	\$0,000	\$0,000
			<b>\$13,042,633</b>	<b>\$10,434,107</b>	<b>\$2,608,526</b>	<b>\$0,000</b>	<b>\$0,000</b>

SCP: Scoping PE: Preliminary engineering / engineering / design / planning PE-OV: GDOT oversight services for engineering ROW: Right-of-way Acquisition  
 UTL: Utility relocation CST: Construction / Implementation ALL: Total estimated cost, inclusive of all phases

**Short Title** SR 16 (WELLS STREET) BRIDGE REPLACEMENT AT CSX RAILROAD (BRIDGE #639459C)

**GDOT Project No.** 0020155

**Federal ID No.** N/A

**Status** Programmed

**Service Type** Roadway / Bridge Upgrade

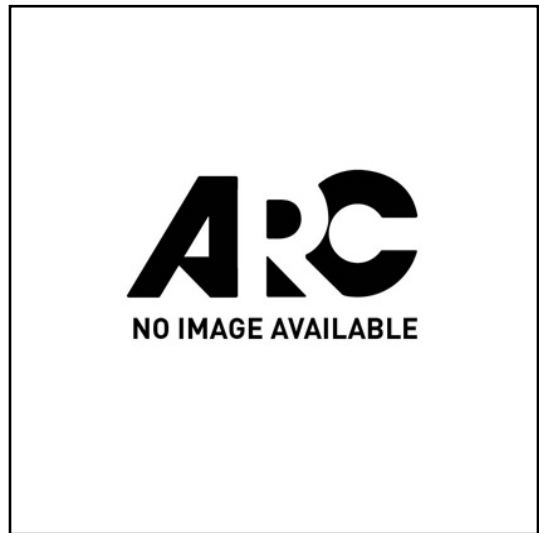
**Sponsor** GDOT

**Jurisdiction** Coweta County

**Analysis Level** Exempt from Air Quality Analysis (40 CFR 93)

**Existing Thru Lane**  **LCI**

**Planned Thru Lane**  **Flex**



**Network Year**

**Corridor Length**  miles

**Detailed Description and Justification**

This project will replace the bridge over the CSX railroad on SR 16 in the City of Senoia in Coweta County.

Phase Status & Funding Information		Status	FISCAL YEAR	TOTAL PHASE COST	BREAKDOWN OF TOTAL PHASE COST BY FUNDING SOURCE			
					FEDERAL	STATE	BONDS	LOCAL/PRIVATE
PE	Surface Transportation Block Grant Program (STBG) Flexible		2025	\$800,000	\$640,000	\$160,000	\$0,000	\$0,000
ROW	Surface Transportation Block Grant Program (STBG) Flexible		2027	\$300,000	\$240,000	\$60,000	\$0,000	\$0,000
ALL	General Federal Aid 2029-2050		LR 2029-2030	\$11,950,000	\$9,560,000	\$2,390,000	\$0,000	\$0,000
				<b>\$13,050,000</b>	<b>\$10,440,000</b>	<b>\$2,610,000</b>	<b>\$0,000</b>	<b>\$0,000</b>

SCP: Scoping PE: Preliminary engineering / engineering / design / planning PE-OV: GDOT oversight services for engineering ROW: Right-of-way Acquisition  
 UTL: Utility relocation CST: Construction / Implementation ALL: Total estimated cost, inclusive of all phases



**Short Title** SR 54 BRIDGE REPLACEMENT AT WHITE OAK CREEK

**GDOT Project No.** 0020156

**Federal ID No.** N/A

**Status** Programmed

**Service Type** Roadway / Bridge Upgrade

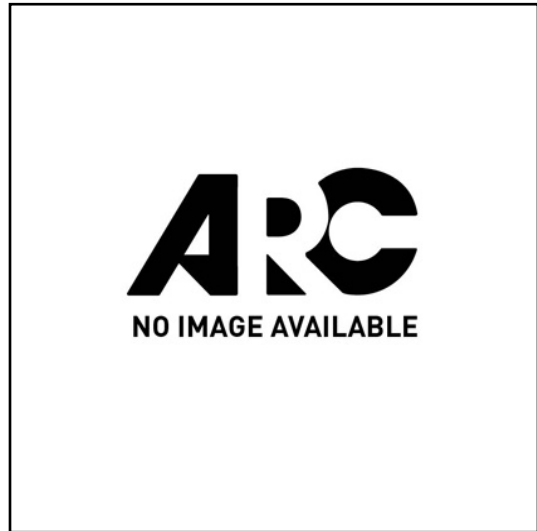
**Sponsor** GDOT

**Jurisdiction** Coweta County

**Analysis Level** Exempt from Air Quality Analysis (40 CFR 93)

**Existing Thru Lane**  **LCI**

**Planned Thru Lane**  **Flex**



**Network Year**

**Corridor Length**  miles

**Detailed Description and Justification**

This project will replace the bridge over White Oak Creek on SR 54 in Coweta County.

Phase Status & Funding Information		Status	FISCAL YEAR	TOTAL PHASE COST	BREAKDOWN OF TOTAL PHASE COST BY FUNDING SOURCE			
					FEDERAL	STATE	BONDS	LOCAL/PRIVATE
PE	Surface Transportation Block Grant Program (STBG) Flexible		2025	\$800,000	\$640,000	\$160,000	\$0,000	\$0,000
ROW	Surface Transportation Block Grant Program (STBG) Flexible		2027	\$100,000	\$80,000	\$20,000	\$0,000	\$0,000
ALL	General Federal Aid 2029-2050		LR 2029-2030	\$6,375,000	\$5,100,000	\$1,275,000	\$0,000	\$0,000
				<b>\$7,275,000</b>	<b>\$5,820,000</b>	<b>\$1,455,000</b>	<b>\$0,000</b>	<b>\$0,000</b>

SCP: Scoping PE: Preliminary engineering / engineering / design / planning PE-OV: GDOT oversight services for engineering ROW: Right-of-way Acquisition  
 UTL: Utility relocation CST: Construction / Implementation ALL: Total estimated cost, inclusive of all phases

**Short Title** SR 53 BRIDGE REPLACEMENT AT AT THOMPSON CREEK

**GDOT Project No.** 0017729

**Federal ID No.** N/A

**Status** Programmed

**Service Type** Roadway / Bridge Upgrade

**Sponsor** GDOT

**Jurisdiction** Dawson County

**Analysis Level** Exempt from Air Quality Analysis (40 CFR 93)



**Existing Thru Lane**  **LCI**

**Planned Thru Lane**  **Flex**

**Network Year**

**Corridor Length**  miles

**Detailed Description and Justification**

This project will replace the bridge at SR 53 and Thompson Creek in Dawson County.

Phase Status & Funding Information		Status	FISCAL YEAR	TOTAL PHASE COST	BREAKDOWN OF TOTAL PHASE COST BY FUNDING SOURCE			
					FEDERAL	STATE	BONDS	LOCAL/PRIVATE
PE	National Highway Performance Program (NHPP)	AUTH	2023	<b>\$1,025,000</b>	\$820,000	\$205,000	\$0,000	\$0,000
ROW	PROTECT Formula Program		2026	<b>\$450,000</b>	\$360,000	\$90,000	\$0,000	\$0,000
UTL	National Highway Performance Program (NHPP)		2028	<b>\$125,097</b>	\$100,078	\$25,019	\$0,000	\$0,000
CST	National Highway Performance Program (NHPP)		2028	<b>\$1,053,447</b>	\$842,758	\$210,689	\$0,000	\$0,000
				<b>\$2,653,544</b>	<b>\$2,122,836</b>	<b>\$530,708</b>	<b>\$0,000</b>	<b>\$0,000</b>

SCP: Scoping PE: Preliminary engineering / engineering / design / planning PE-OV: GDOT oversight services for engineering ROW: Right-of-way Acquisition  
 UTL: Utility relocation CST: Construction / Implementation ALL: Total estimated cost, inclusive of all phases

**Short Title** SR 8/US 78 (PONCE DE LEON AVENUE) DRAINAGE IMPROVEMENTS FROM SOUTH PONCE DE LEON AVENUE TO RIDGECREST ROAD

**GDOT Project No.** 0020040

**Federal ID No.** N/A

**Status** Programmed

**Service Type** Roadway / Maintenance

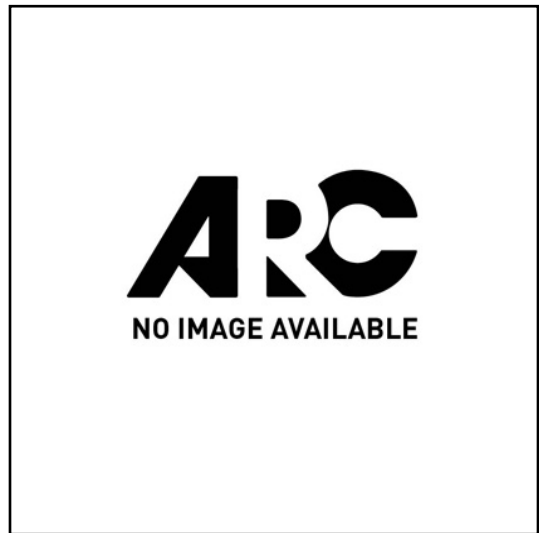
**Sponsor** GDOT

**Jurisdiction** DeKalb County

**Analysis Level** Exempt from Air Quality Analysis (40 CFR 93)

**Existing Thru Lane**  **LCI**

**Planned Thru Lane**  **Flex**



**Network Year**

**Corridor Length**  miles

**Detailed Description and Justification**

This project will improve drainage on Ponce De Leon Avenue in DeKalb County from South Ponce De Leon Avenue to Ridgecrest Road.

Phase Status & Funding Information		Status	FISCAL YEAR	TOTAL PHASE COST	BREAKDOWN OF TOTAL PHASE COST BY FUNDING SOURCE			
					FEDERAL	STATE	BONDS	LOCAL/PRIVATE
PE	National Highway Performance Program (NHPP)		2024	\$350,000	\$280,000	\$70,000	\$0,000	\$0,000
ROW	National Highway Performance Program (NHPP)		2025	\$500,000	\$400,000	\$100,000	\$0,000	\$0,000
UTL	National Highway Performance Program (NHPP)		2026	\$778,000	\$622,400	\$155,600	\$0,000	\$0,000
CST	National Highway Performance Program (NHPP)		2026	\$900,000	\$720,000	\$180,000	\$0,000	\$0,000
				<b>\$2,528,000</b>	<b>\$2,022,400</b>	<b>\$505,600</b>	<b>\$0,000</b>	<b>\$0,000</b>

SCP: Scoping PE: Preliminary engineering / engineering / design / planning PE-OV: GDOT oversight services for engineering ROW: Right-of-way Acquisition  
 UTL: Utility relocation CST: Construction / Implementation ALL: Total estimated cost, inclusive of all phases

**Short Title** I-285 INTERCHANGE IMPROVEMENTS AT COLUMBIA DRIVE TO LITHONIA INDUSTRIAL BOULEVARD ALONG I-20 AND FROM COLUMBIA DRIVE TO GLENWOOD ROAD ALONG I-285

**GDOT Project No.** 0013915

**Federal ID No.** IM-0000-00(378)

**Status** Programmed

**Service Type** Roadway / Interchange Capacity

**Sponsor** GDOT

**Jurisdiction** Regional

**Analysis Level** In the Region's Air Quality Conformity Analysis



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**Existing Thru Lane**  **LCI**

**Planned Thru Lane**  **Flex**

**Network Year**

**Corridor Length**  miles

**Detailed Description and Justification**

This project improves traffic flow and safety at the busy I-285/I-20 east interchange from Columbia Drive to Lithonia Industrial Boulevard along I-20 and from Columbia Drive to Glenwood Rd along I-285. Reconstructs ramps and constructs new collector-distributor (CD) lanes.

Phase Status & Funding Information		Status	FISCAL YEAR	TOTAL PHASE COST	BREAKDOWN OF TOTAL PHASE COST BY FUNDING SOURCE			
					FEDERAL	STATE	BONDS	LOCAL/PRIVATE
PE	Transportation Funding Act (HB 170)	AUTH	2017	<b>\$3,515,588</b>	\$0,000	\$3,515,588	\$0,000	\$0,000
PE	Repurposed Earmark	AUTH	2019	<b>\$3,209,346</b>	\$2,567,477	\$641,869	\$0,000	\$0,000
PE	Repurposed Earmark (RPF9)	AUTH	2019	<b>\$284,413</b>	\$227,530	\$56,883	\$0,000	\$0,000
PE	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	AUTH	2019	<b>\$2,290,654</b>	\$1,832,523	\$458,131	\$0,000	\$0,000
PE	Highway Infrastructure – 23 USC 133(b)(1)(A) Activities in Areas With a Population Over 200,000 (Z005)	AUTH	2020	<b>\$10,300,000</b>	\$8,240,000	\$2,060,000	\$0,000	\$0,000
PE	Highway Infrastructure – 23 USC 133(b)(1)(A) Activities in Areas With a Population Over 200,000 (Z905)	AUTH	2021	<b>\$2,100,000</b>	\$1,680,000	\$420,000	\$0,000	\$0,000
PE	Highway Infrastructure – 23 USC 133(b)(1)(A) Activities in Areas With a Population Over 200,000 (Z905)	AUTH	2022	<b>\$2,571,782</b>	\$2,057,425	\$514,357	\$0,000	\$0,000

PE	Highway Infrastructure – 23 USC 133(b)(1)(A) Activities in Areas With a Population Over 200,000 (Z910)	AUTH	2022	<b>\$678,218</b>	\$542,574	\$135,644	\$0,000	\$0,000
PE	National Highway Performance Program (NHPP)	AUTH	2022	<b>\$2,500,000</b>	\$2,000,000	\$500,000	\$0,000	\$0,000
ROW	State Motor Fuel	AUTH	2020	<b>\$2,000,000</b>	\$0,000	\$2,000,000	\$0,000	\$0,000
ROW	GARVEE Bonds (GRV-2)	AUTH	2021	<b>\$5,000,000</b>	\$0,000	\$0,000	\$5,000,000	\$0,000
ROW	GARVEE Bonds (GRV-2)	AUTH	2022	<b>\$2,530,000</b>	\$0,000	\$0,000	\$2,530,000	\$0,000
ROW	GARVEE Bonds (GRV-2)	AUTH	2023	<b>\$5,870,074</b>	\$0,000	\$0,000	\$5,870,074	\$0,000
ROW	GARVEE Bonds (GRV-2)		2024	<b>\$250,000</b>	\$0,000	\$0,000	\$250,000	\$0,000
ROW	GARVEE Bonds (GRV-2)		2025	<b>\$1,500,000</b>	\$0,000	\$0,000	\$1,500,000	\$0,000
ROW	GARVEE Bonds (GRV-2)		2026	<b>\$500,000</b>	\$0,000	\$0,000	\$500,000	\$0,000
ROW	National Highway Performance Program (NHPP)		2026	<b>\$1,500,000</b>	\$1,200,000	\$300,000	\$0,000	\$0,000
CST	GARVEE Bonds (GRV-2)	AUTH	2022	<b>\$33,000,000</b>	\$0,000	\$0,000	\$33,000,000	\$0,000
CST	National Highway Performance Program (NHPP)	AUTH	2022	<b>\$27,374,528</b>	\$21,899,622	\$5,474,906	\$0,000	\$0,000
CST	GARVEE Bonds (GRV-2)	AUTH	2023	<b>\$47,650,000</b>	\$0,000	\$0,000	\$47,650,000	\$0,000
CST	National Highway Freight Program (NHFP)	AUTH	2023	<b>\$40,171,816</b>	\$32,137,453	\$8,034,363	\$0,000	\$0,000
CST	GARVEE Bonds (GRV-2)		2024	<b>\$32,623,554</b>	\$0,000	\$0,000	\$32,623,554	\$0,000
CST	National Highway Freight Program (NHFP)		2024	<b>\$52,870,978</b>	\$42,296,782	\$10,574,196	\$0,000	\$0,000
CST	GARVEE Bonds (GRV-2)		2025	<b>\$64,000,000</b>	\$0,000	\$0,000	\$64,000,000	\$0,000
CST	National Highway Performance Program (NHPP)		2025	<b>\$27,589,480</b>	\$22,071,584	\$5,517,896	\$0,000	\$0,000
CST	GARVEE Bonds (GRV-2)		2026	<b>\$60,735,599</b>	\$0,000	\$0,000	\$60,735,599	\$0,000
CST	National Highway Freight Program (NHFP)		2026	<b>\$27,351,645</b>	\$21,881,316	\$5,470,329	\$0,000	\$0,000
CST	National Highway Performance Program (NHPP)		2026	<b>\$81,706,018</b>	\$65,364,814	\$16,341,204	\$0,000	\$0,000
CST	National Highway Performance Program (NHPP)		2027	<b>\$103,144,974</b>	\$82,515,979	\$20,628,995	\$0,000	\$0,000
CST	National Highway Performance Program (NHPP)		2028	<b>\$96,150,000</b>	\$76,920,000	\$19,230,000	\$0,000	\$0,000
CST	General Federal Aid 2029-2050		LR 2029-2030	<b>\$159,888,830</b>	\$127,911,064	\$31,977,766	\$0,000	\$0,000
				<b>\$900,857,497</b>	<b>\$513,346,143</b>	<b>\$133,852,127</b>	<b>\$253,659,227</b>	<b>\$0,000</b>

SCP: Scoping PE: Preliminary engineering / engineering / design / planning PE-OV: GDOT oversight services for engineering ROW: Right-of-way Acquisition  
 UTL: Utility relocation CST: Construction / Implementation ALL: Total estimated cost, inclusive of all phases

**Short Title** SR 166 (JEBB DUNCAN MEMORIAL HIGHWAY) BRIDGE REPLACEMENT AT BEAR CREEK

**GDOT Project No.** 0020157

**Federal ID No.** N/A

**Status** Programmed

**Service Type** Roadway / Bridge Upgrade

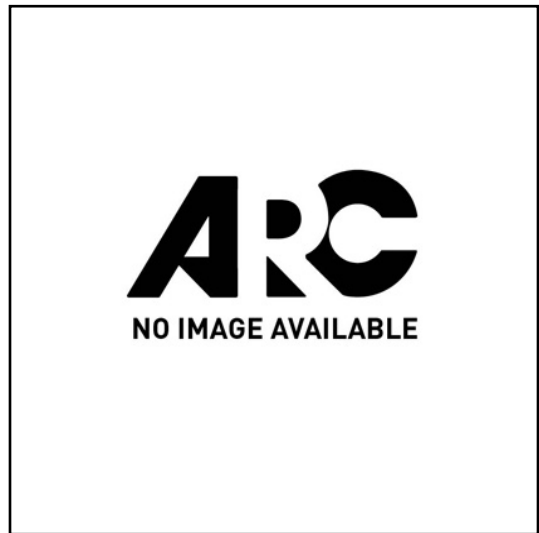
**Sponsor** GDOT

**Jurisdiction** Douglas County

**Analysis Level** Exempt from Air Quality Analysis (40 CFR 93)

**Existing Thru Lane**  **LCI**

**Planned Thru Lane**  **Flex**



**Network Year**

**Corridor Length**  miles

**Detailed Description and Justification**

This project will replace the SR 166 bridge over Bear Creek in Douglas County.

Phase Status & Funding Information		Status	FISCAL YEAR	TOTAL PHASE COST	BREAKDOWN OF TOTAL PHASE COST BY FUNDING SOURCE			
					FEDERAL	STATE	BONDS	LOCAL/PRIVATE
PE	Surface Transportation Block Grant Program (STBG) Flexible		2025	\$800,000	\$640,000	\$160,000	\$0,000	\$0,000
ROW	Surface Transportation Block Grant Program (STBG) Flexible		2027	\$150,000	\$120,000	\$30,000	\$0,000	\$0,000
ALL	General Federal Aid 2029-2050		LR 2029-2030	\$7,450,000	\$5,960,000	\$1,490,000	\$0,000	\$0,000
				<b>\$8,400,000</b>	<b>\$6,720,000</b>	<b>\$1,680,000</b>	<b>\$0,000</b>	<b>\$0,000</b>

SCP: Scoping PE: Preliminary engineering / engineering / design / planning PE-OV: GDOT oversight services for engineering ROW: Right-of-way Acquisition  
 UTL: Utility relocation CST: Construction / Implementation ALL: Total estimated cost, inclusive of all phases

**Short Title** VICKERY CREEKWAY TRAIL CONNECTION SCOPING STUDY

**GDOT Project No.** 0020054

**Federal ID No.** N/A

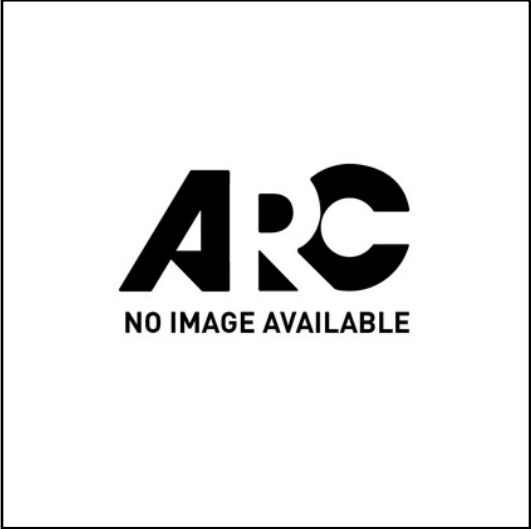
**Status** Programmed

**Service Type** Other / Scoping

**Sponsor** City of Roswell

**Jurisdiction** Fulton County (North)

**Analysis Level** Exempt from Air Quality Analysis (40 CFR 93)



**Existing Thru Lane**  **LCI**

**Planned Thru Lane**  **Flex**

**Network Year**

**Corridor Length**  miles

**Detailed Description and Justification**

This project will fund a feasibility study that addresses an important gap in the City's trail system within the Vickery Creekway Trail.

Phase Status & Funding Information		Status	FISCAL YEAR	TOTAL PHASE COST	BREAKDOWN OF TOTAL PHASE COST BY FUNDING SOURCE			
					FEDERAL	STATE	BONDS	LOCAL/PRIVATE
SCP	Federal Lands Access Program		2024	<b>\$187,500</b>	\$187,500	\$0,000	\$0,000	\$0,000
				<b>\$187,500</b>	<b>\$187,500</b>	<b>\$0,000</b>	<b>\$0,000</b>	<b>\$0,000</b>

SCP: Scoping PE: Preliminary engineering / engineering / design / planning PE-OV: GDOT oversight services for engineering ROW: Right-of-way Acquisition  
 UTL: Utility relocation CST: Construction / Implementation ALL: Total estimated cost, inclusive of all phases



**Short Title** SR/14 US 29 BRIDGE UPGRADE AT CSX RAIL LINE 2.6 MILES NORTHEAST OF UNION CITY

**GDOT Project No.** 0013809

**Federal ID No.** N/A

**Status** Programmed

**Service Type** Roadway / Bridge Upgrade

**Sponsor** GDOT

**Jurisdiction** Fulton County (South)

**Analysis Level** Exempt from Air Quality Analysis (40 CFR 93)



**Existing Thru Lane**  **LCI**

**Planned Thru Lane**  **Flex**

**Network Year**

**Corridor Length**  miles

**Detailed Description and Justification**

This is a bridge upgrade project located at the CSX line 2.6 miles northeast of Union City. The bridge span is 0.4 of a mile. The current sufficiency score of the bridge is 67% with a deck, superstructure, and substructure all currently in Good Condition. The bridge railing, transitions, approach guardrails do not meet current acceptable standards. The bridge was originally constructed in 1938 and last reconstructed in 1986. No capacity will be added.

Phase Status & Funding Information		Status	FISCAL YEAR	TOTAL PHASE COST	BREAKDOWN OF TOTAL PHASE COST BY FUNDING SOURCE			
					FEDERAL	STATE	BONDS	LOCAL/PRIVATE
PE	National Highway System	AUTH	2016	\$2,125,000	\$1,700,000	\$425,000	\$0,000	\$0,000
ROW	National Highway Performance Program (NHPP)	AUTH	2022	\$2,920,000	\$2,336,000	\$584,000	\$0,000	\$0,000
UTL	National Highway Performance Program (NHPP)		2024	\$946,586	\$757,268	\$189,318	\$0,000	\$0,000
CST	Bridge Formula Program (Y114)		2024	\$10,000,000	\$8,000,000	\$2,000,000	\$0,000	\$0,000
CST	National Highway Performance Program (NHPP)		2024	\$8,292,678	\$6,634,142	\$1,658,536	\$0,000	\$0,000
				<b>\$24,284,264</b>	<b>\$19,427,410</b>	<b>\$4,856,854</b>	<b>\$0,000</b>	<b>\$0,000</b>

SCP: Scoping PE: Preliminary engineering / engineering / design / planning PE-OV: GDOT oversight services for engineering ROW: Right-of-way Acquisition  
 UTL: Utility relocation CST: Construction / Implementation ALL: Total estimated cost, inclusive of all phases

**Short Title** I-85 SOUTH INTERCHANGE IMPROVEMENTS AT SR 74 (SENOIA ROAD)

**GDOT Project No.** 0007841

**Federal ID No.** CSNHS-0007-00(841)

**Status** Programmed

**Service Type** Roadway / Interchange Capacity

**Sponsor** City of Fairburn

**Jurisdiction** Regional - Southwest

**Analysis Level** In the Region's Air Quality Conformity Analysis



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**Existing Thru Lane**  **LCI**

**Planned Thru Lane**  **Flex**

**Network Year**

**Corridor Length**  miles

**Detailed Description and Justification**

This is an interchange reconstruction to reduce congestion and provide capacity to the I-85 @ SR 74. The project involves adding turn lanes at the ends of the exit ramps and widening the SR 74 bridge to include turn lanes. The interchange will be a partial cloverleaf design as recommended in the Interchange Modification Report (IMR).

Phase Status & Funding Information		Status	FISCAL YEAR	TOTAL PHASE COST	BREAKDOWN OF TOTAL PHASE COST BY FUNDING SOURCE			
					FEDERAL	STATE	BONDS	LOCAL/PRIVATE
SCP	National Highway System	AUTH	2011	\$50,000	\$40,000	\$10,000	\$0,000	\$0,000
PE	National Highway System	AUTH	2012	\$1,463,377	\$1,170,702	\$292,675	\$0,000	\$0,000
PE	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	AUTH	2016	\$852,000	\$681,600	\$170,400	\$0,000	\$0,000
PE	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	AUTH	2017	\$187,500	\$150,000	\$37,500	\$0,000	\$0,000
PE	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	AUTH	2021	\$574,966	\$459,973	\$114,993	\$0,000	\$0,000
PE	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	AUTH	2023	\$250,000	\$200,000	\$50,000	\$0,000	\$0,000
ROW	National Highway Performance Program (NHPP)	AUTH	2019	\$16,693,863	\$13,355,090	\$3,338,773	\$0,000	\$0,000
ROW	National Highway Performance Program (NHPP)	AUTH	2020	\$13,666,137	\$10,932,910	\$2,733,227	\$0,000	\$0,000

UTL	National Highway Performance Program (NHPP)		2025	<b>\$420,582</b>	\$336,466	\$84,116	\$0,000	\$0,000
CST	National Highway Freight Program (NHFP)		2025	<b>\$54,012,397</b>	\$43,209,918	\$10,802,479	\$0,000	\$0,000
CST	National Highway Performance Program (NHPP)		2025	<b>\$5,069,256</b>	\$4,055,405	\$1,013,851	\$0,000	\$0,000
CST	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)		2025	<b>\$32,617,798</b>	\$26,094,238	\$6,523,560	\$0,000	\$0,000
				<b>\$125,857,876</b>	<b>\$100,686,302</b>	<b>\$25,171,574</b>	<b>\$0,000</b>	<b>\$0,000</b>

SCP: Scoping PE: Preliminary engineering / engineering / design / planning PE-OV: GDOT oversight services for engineering ROW: Right-of-way Acquisition  
 UTL: Utility relocation CST: Construction / Implementation ALL: Total estimated cost, inclusive of all phases



For additional information about this project, please call (404) 463-3100 or email [transportation@atlantaregional.com](mailto:transportation@atlantaregional.com).



**Short Title** PILGRIM MILL ROAD MULTIUSE TRAIL FROM HOLTZCLAW ROAD TO TIDWELL PARK

**GDOT Project No.** 0016975

**Federal ID No.** N/A

**Status** Programmed

**Service Type** Last Mile Connectivity / Sidepaths and Trails

**Sponsor** Forsyth County

**Jurisdiction** Forsyth County

**Analysis Level** Exempt from Air Quality Analysis (40 CFR 93)



**Existing Thru Lane**  **LCI**

**Planned Thru Lane**  **Flex**

**Network Year**

**Corridor Length**  miles

**Detailed Description and Justification**

This project will construct an 8-foot wide, 3 mile multiuse trail along Pilgrim Mill Road in Forsyth County.

Phase Status & Funding Information		Status	FISCAL YEAR	TOTAL PHASE COST	BREAKDOWN OF TOTAL PHASE COST BY FUNDING SOURCE			
					FEDERAL	STATE	BONDS	LOCAL/PRIVATE
PE	Federal Lands Access Program	AUTH	2020	\$340,000	\$221,388	\$0,000	\$0,000	\$118,612
PE	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	AUTH	2021	\$351,865	\$281,492	\$0,000	\$0,000	\$70,373
ROW	Federal Lands Access Program		2025	\$2,640,000	\$2,112,000	\$0,000	\$0,000	\$528,000
CST	Local Jurisdiction/Municipality Funds		2028	\$2,774,181	\$0,000	\$0,000	\$0,000	\$2,774,181
CST	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)		2028	\$400,000	\$320,000	\$0,000	\$0,000	\$80,000
				<b>\$6,506,046</b>	<b>\$2,934,880</b>	<b>\$0,000</b>	<b>\$0,000</b>	<b>\$3,571,166</b>

SCP: Scoping PE: Preliminary engineering / engineering / design / planning PE-OV: GDOT oversight services for engineering ROW: Right-of-way Acquisition  
 UTL: Utility relocation CST: Construction / Implementation ALL: Total estimated cost, inclusive of all phases

**Short Title** MARTINS CHAPEL ROAD BRIDGE REPLACEMENT AT ALCOVY RIVER

**GDOT Project No.** 0016583

**Federal ID No.** N/A

**Status** Programmed

**Service Type** Roadway / Bridge Upgrade

**Sponsor** GDOT

**Jurisdiction** Gwinnett County

**Analysis Level** Exempt from Air Quality Analysis (40 CFR 93)



**Existing Thru Lane**  **LCI**

**Planned Thru Lane**  **Flex**

**Network Year**

**Corridor Length**  miles

**Detailed Description and Justification**

This project will replace a deficient bridge on Martin Chapel Road at Alcovy River.

Phase Status & Funding Information		Status	FISCAL YEAR	TOTAL PHASE COST	BREAKDOWN OF TOTAL PHASE COST BY FUNDING SOURCE			
					FEDERAL	STATE	BONDS	LOCAL/PRIVATE
PE	Surface Transportation Block Grant (STBG) Program Flex (GDOT)	AUTH	2020	<b>\$1,345,000</b>	<del>\$1,076,000</del>	<del>\$269,000</del>	<del>\$0,000</del>	<del>\$0,000</del>
ROW	Local Jurisdiction/Municipality Funds		2024	<b>\$100,000</b>	\$0,000	\$0,000	\$0,000	\$100,000
ROW	Surface Transportation Block Grant Program (STBG) Flexible		2024	<b>\$699,720</b>	\$559,776	\$139,944	\$0,000	\$0,000
UTL	Surface Transportation Block Grant Program (STBG) Flexible		2026	<b>\$141,672</b>	\$113,337	\$28,335	\$0,000	\$0,000
CST	Surface Transportation Block Grant Program (STBG) Flexible		2026	<b>\$6,097,423</b>	\$4,877,938	\$1,219,485	\$0,000	\$0,000
				<b>\$8,383,815</b>	<b>\$6,627,051</b>	<b>\$1,656,764</b>	<b>\$0,000</b>	<b>\$100,000</b>

SCP: Scoping PE: Preliminary engineering / engineering / design / planning PE-OV: GDOT oversight services for engineering ROW: Right-of-way Acquisition  
 UTL: Utility relocation CST: Construction / Implementation ALL: Total estimated cost, inclusive of all phases

**Short Title** SR 42 BRIDGE REPLACEMENT AT NORFOLK SOUTHERN LINE 5 MILES SOUTH OF MCDONOUGH

**GDOT Project No.** 0013995

**Federal ID No.** N/A

**Status** Programmed

**Service Type** Roadway / Bridge Upgrade

**Sponsor** GDOT

**Jurisdiction** Henry County

**Analysis Level** Exempt from Air Quality Analysis (40 CFR 93)



**Existing Thru Lane**  **LCI**

**Planned Thru Lane**  **Flex**

**Network Year**

**Corridor Length**  miles

**Detailed Description and Justification**

This project will replace the bridge at SR 42 at the Norfolk Southern rail line 5 miles south of McDonough.

Phase Status & Funding Information		Status	FISCAL YEAR	TOTAL PHASE COST	BREAKDOWN OF TOTAL PHASE COST BY FUNDING SOURCE			
					FEDERAL	STATE	BONDS	LOCAL/PRIVATE
PE	Surface Transportation Block Grant (STBG) Program Flex (GDOT)	AUTH	2017	\$1,050,000	\$840,000	\$210,000	\$0,000	\$0,000
ROW	Surface Transportation Block Grant (STBG) Program Flex (GDOT)	AUTH	2021	\$1,760,000	\$1,408,000	\$352,000	\$0,000	\$0,000
ALL	General Federal Aid 2029-2050		LR 2029-2030	\$14,842,553	\$11,874,042	\$2,968,511	\$0,000	\$0,000
				<b>\$17,652,553</b>	<b>\$14,122,042</b>	<b>\$3,530,511</b>	<b>\$0,000</b>	<b>\$0,000</b>

SCP: Scoping PE: Preliminary engineering / engineering / design / planning PE-OV: GDOT oversight services for engineering ROW: Right-of-way Acquisition  
 UTL: Utility relocation CST: Construction / Implementation ALL: Total estimated cost, inclusive of all phases

**Short Title** SR 81 (EMORY STREET) BRIDGE REPLACEMENT AT I-20

**GDOT Project No.** 0019270

**Federal ID No.** N/A

**Status** Programmed

**Service Type** Roadway / Bridge Upgrade

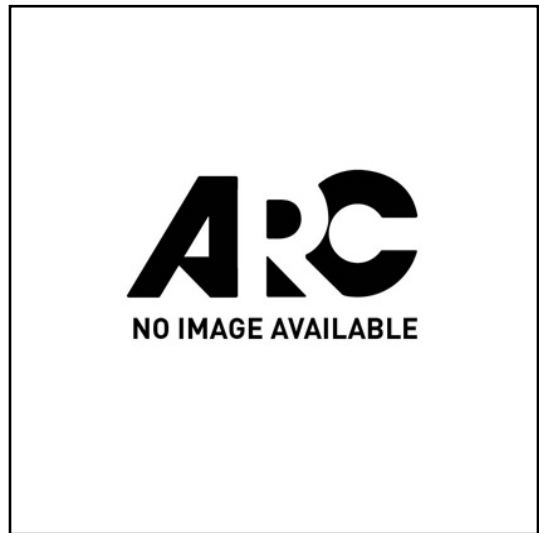
**Sponsor** GDOT

**Jurisdiction** Newton County

**Analysis Level** Exempt from Air Quality Analysis (40 CFR 93)

**Existing Thru Lane**  **LCI**

**Planned Thru Lane**  **Flex**



**Network Year**

**Corridor Length**  miles

**Detailed Description and Justification**

This project will replace the SR 81 bridge over I-20.

Phase Status & Funding Information		Status	FISCAL YEAR	TOTAL PHASE COST	BREAKDOWN OF TOTAL PHASE COST BY FUNDING SOURCE			
					FEDERAL	STATE	BONDS	LOCAL/PRIVATE
PE	National Highway Performance Program (NHPP)		2024	\$900,000	\$720,000	\$180,000	\$0,000	\$0,000
ALL	General Federal Aid 2029-2050		LR 2029-2030	\$6,300,000	\$5,040,000	\$1,260,000	\$0,000	\$0,000
				<b>\$7,200,000</b>	<b>\$5,760,000</b>	<b>\$1,440,000</b>	<b>\$0,000</b>	<b>\$0,000</b>

SCP: Scoping PE: Preliminary engineering / engineering / design / planning PE-OV: GDOT oversight services for engineering ROW: Right-of-way Acquisition  
 UTL: Utility relocation CST: Construction / Implementation ALL: Total estimated cost, inclusive of all phases



**Short Title** I-20 BRIDGE REPLACEMENT AT YELLOW RIVER (2 MILES WEST OF COVINGTON)

**GDOT Project No.** 0019271

**Federal ID No.** N/A

**Status** Programmed

**Service Type** Roadway / Bridge Upgrade

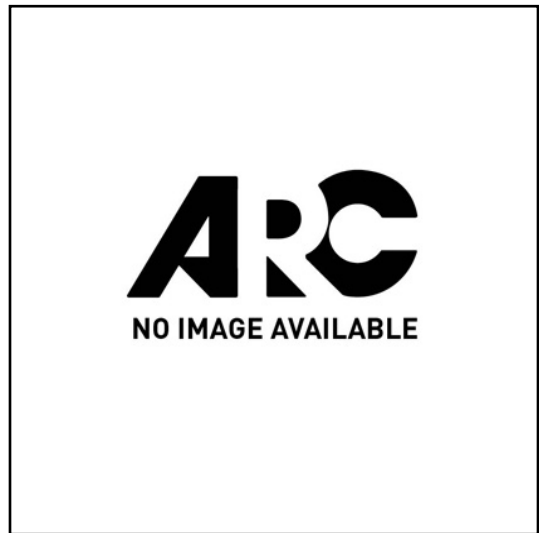
**Sponsor** GDOT

**Jurisdiction** Newton County

**Analysis Level** Exempt from Air Quality Analysis (40 CFR 93)

**Existing Thru Lane**  **LCI**

**Planned Thru Lane**  **Flex**



**Network Year**

**Corridor Length**  miles

**Detailed Description and Justification**

This project will replace the I-20 bridge over the Yellow River west of Covington in Newton County.

Phase Status & Funding Information		Status	FISCAL YEAR	TOTAL PHASE COST	BREAKDOWN OF TOTAL PHASE COST BY FUNDING SOURCE			
					FEDERAL	STATE	BONDS	LOCAL/PRIVATE
PE	National Highway Performance Program (NHPP)		2024	\$900,000	\$720,000	\$180,000	\$0,000	\$0,000
ROW	National Highway Performance Program (NHPP)		2027	\$275,000	\$220,000	\$55,000	\$0,000	\$0,000
ALL	General Federal Aid 2029-2050		LR 2029-2030	\$24,775,000	\$19,820,000	\$4,955,000	\$0,000	\$0,000
				<b>\$25,950,000</b>	<b>\$20,760,000</b>	<b>\$5,190,000</b>	<b>\$0,000</b>	<b>\$0,000</b>

SCP: Scoping PE: Preliminary engineering / engineering / design / planning PE-OV: GDOT oversight services for engineering ROW: Right-of-way Acquisition  
 UTL: Utility relocation CST: Construction / Implementation ALL: Total estimated cost, inclusive of all phases

**Short Title** SR 81 BRIDGE UPGRADE AT YELLOW RIVER IN PORTERDALE

**GDOT Project No.** 0015560

**Federal ID No.** N/A

**Status** Programmed

**Service Type** Roadway / Bridge Upgrade

**Sponsor** GDOT

**Jurisdiction** Newton County

**Analysis Level** Exempt from Air Quality Analysis (40 CFR 93)



**Existing Thru Lane**  **LCI**

**Planned Thru Lane**  **Flex**

**Network Year**

**Corridor Length**  miles

**Detailed Description and Justification**

This project will replace the existing bridge over the Yellow River on SR 81 due to structural conditions and age.

Phase Status & Funding Information		Status	FISCAL YEAR	TOTAL PHASE COST	BREAKDOWN OF TOTAL PHASE COST BY FUNDING SOURCE			
					FEDERAL	STATE	BONDS	LOCAL/PRIVATE
PE	Surface Transportation Block Grant (STBG) Program Flex (GDOT)	AUTH	2019	\$1,400,000	\$1,120,000	\$280,000	\$0,000	\$0,000
ROW	Surface Transportation Block Grant Program (STBG) Flexible		2024	\$377,400	\$301,920	\$75,480	\$0,000	\$0,000
UTL	Surface Transportation Block Grant Program (STBG) Flexible		2026	\$477,353	\$381,882	\$95,471	\$0,000	\$0,000
CST	Surface Transportation Block Grant Program (STBG) Flexible		2026	\$9,040,919	\$7,232,734	\$1,808,185	\$0,000	\$0,000
				<b>\$11,295,672</b>	<b>\$9,036,536</b>	<b>\$2,259,136</b>	<b>\$0,000</b>	<b>\$0,000</b>

SCP: Scoping PE: Preliminary engineering / engineering / design / planning PE-OV: GDOT oversight services for engineering ROW: Right-of-way Acquisition  
 UTL: Utility relocation CST: Construction / Implementation ALL: Total estimated cost, inclusive of all phases

**Short Title** COURTESY PARKWAY EXTENSION / I-20 OVERPASS - NEW ALIGNMENT FROM CURRENT ALIGNMENT OF COURTESY PARKWAY SOUTH OF OLD COVINGTON HIGHWAY TO INTERSECTION OF FLAT SHOALS ROAD AND MISSION RIDGE DRIVE

**GDOT Project No.** 0006934

**Federal ID No.** N/A

**Status** Programmed

**Service Type** Roadway / General Purpose Capacity

**Sponsor** Rockdale County

**Jurisdiction** Rockdale County

**Analysis Level** In the Region's Air Quality Conformity Analysis



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**Existing Thru Lane**  **LCI**

**Planned Thru Lane**  **Flex**

**Network Year**

**Corridor Length**  miles

**Detailed Description and Justification**

This project will provide an alternative route for traffic from south Rockdale County to and from the major traffic generators (Wal-Mart and Home Depot) on the north side of I-20. The connection will relieve the traffic demand at the intersection of Dogwood Drive and SR 20/138 and may provide a detour routing traffic when the interchange of I-20/SR 20/138 if constructed prior to the interchange improvements.

Phase Status & Funding Information	Status	FISCAL YEAR	TOTAL PHASE COST	BREAKDOWN OF TOTAL PHASE COST BY FUNDING SOURCE			
				FEDERAL	STATE	BONDS	LOCAL/PRIVATE
PE STP - Statewide Flexible (GDOT)	AUTH	2011	\$50,000	\$40,000	\$10,000	\$0,000	\$0,000
PE Surface Transportation Priorities (Earmark)	AUTH	2011	\$499,915	\$499,915	\$0,000	\$0,000	\$0,000
PE STP - Urban (>200K) (ARC)	AUTH	2016	\$1,000,000	\$800,000	\$0,000	\$0,000	\$200,000
PE Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	AUTH	2022	\$300,000	\$240,000	\$0,000	\$0,000	\$60,000
ROW Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	AUTH	2021	\$10,712,500	\$8,570,000	\$0,000	\$0,000	\$2,142,500
ROW Highway Infrastructure – COVID Supplemental – 23 U.S.C. 133(b) activities in urbanized areas with a population > 200,000 (Z972)	AUTH	2023	\$757,500	\$757,500	\$0,000	\$0,000	\$0,000
ROW Local Jurisdiction/Municipality Funds	AUTH	2023	\$40,685	\$0,000	\$0,000	\$0,000	\$40,685
ROW Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	AUTH	2023	\$2,500,000	\$2,000,000	\$0,000	\$0,000	\$500,000

UTL	Local Jurisdiction/Municipality Funds		2024	<b>\$1,493,551</b>	\$0,000	\$0,000	\$0,000	\$1,493,551
CST	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)		2024	<b>\$31,588,816</b>	\$25,271,052	\$0,000	\$0,000	\$6,317,764
				<b>\$48,942,967</b>	<b>\$38,178,467</b>	<b>\$10,000</b>	<b>\$0,000</b>	<b>\$10,754,500</b>

SCP: Scoping PE: Preliminary engineering / engineering / design / planning PE-OV: GDOT oversight services for engineering ROW: Right-of-way Acquisition  
 UTL: Utility relocation CST: Construction / Implementation ALL: Total estimated cost, inclusive of all phases



For additional information about this project, please call (404) 463-3100 or email [transportation@atlantaregional.com](mailto:transportation@atlantaregional.com).



**Short Title** I-20 EAST INTERCHANGE IMPROVEMENTS AT SR 138/20 (WALNUT GROVE ROAD / MCDONOUGH HIGHWAY)

**GDOT Project No.** 731048-

**Federal ID No.** NH-035-1(33)

**Status** Programmed

**Service Type** Roadway / Interchange Capacity

**Sponsor** GDOT

**Jurisdiction** Rockdale County

**Analysis Level** In the Region's Air Quality Conformity Analysis



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**Existing Thru Lane**  **LCI**

**Planned Thru Lane**  **Flex**

**Network Year**

**Corridor Length**  miles

**Detailed Description and Justification**

The existing interchange and connecting roads are inadequate to efficiently handle future traffic projections. Improvements are needed to provide a safer and operationally efficient design in harmony with community values. Synchronization of the traffic signals along the SR 20/138 corridor has been difficult due to the close proximity of commercial businesses and the increasing traffic volumes.

Phase Status & Funding Information		Status	FISCAL YEAR	TOTAL PHASE COST	BREAKDOWN OF TOTAL PHASE COST BY FUNDING SOURCE			
					FEDERAL	STATE	BONDS	LOCAL/PRIVATE
SCP	National Highway Performance Program (NHPP)	AUTH	2013	\$1,000,000	\$800,000	\$200,000	\$0,000	\$0,000
PE	National Highway Performance Program (NHPP)	AUTH	2016	\$4,427,172	\$3,541,738	\$885,434	\$0,000	\$0,000
ROW	National Highway Performance Program (NHPP)	AUTH	2022	\$19,230,000	\$15,384,000	\$3,846,000	\$0,000	\$0,000
UTL	National Highway Performance Program (NHPP)		2026	\$6,173,774	\$4,939,018	\$1,234,756	\$0,000	\$0,000
CST	National Highway Performance Program (NHPP)		2026	\$74,044,280	\$59,235,423	\$14,808,857	\$0,000	\$0,000
				<b>\$104,875,226</b>	<b>\$83,900,179</b>	<b>\$20,975,047</b>	<b>\$0,000</b>	<b>\$0,000</b>

SCP: Scoping PE: Preliminary engineering / engineering / design / planning PE-OV: GDOT oversight services for engineering ROW: Right-of-way Acquisition  
 UTL: Utility relocation CST: Construction / Implementation ALL: Total estimated cost, inclusive of all phases

**Short Title** SR 16 (WEST TAYLOR STREET) BRIDGE REPLACEMENT AT AT NORFOLK SOUTHERN RAILROAD IN GRIFFIN (NS# 718713V)

**GDOT Project No.** 0019938

**Federal ID No.** N/A

**Status** Programmed

**Service Type** Roadway / Bridge Upgrade

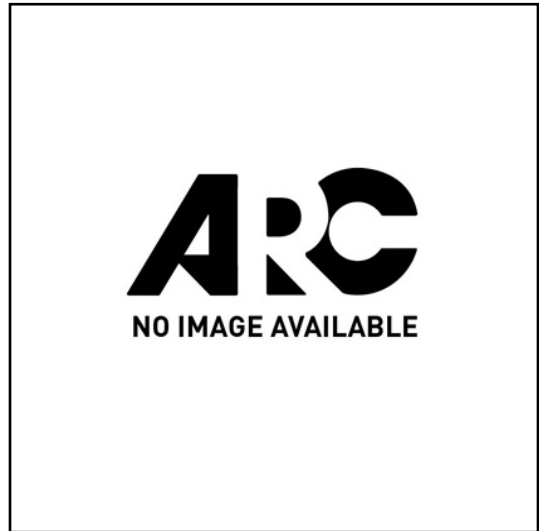
**Sponsor** GDOT

**Jurisdiction** Spalding County

**Analysis Level** Exempt from Air Quality Analysis (40 CFR 93)

**Existing Thru Lane**  **LCI**

**Planned Thru Lane**  **Flex**



**Network Year**

**Corridor Length**  miles

**Detailed Description and Justification**

This project will replace the SR 16 bridge at Norfolk Southern bridge ID 718713V in Griffin.

Phase Status & Funding Information		Status	FISCAL YEAR	TOTAL PHASE COST	BREAKDOWN OF TOTAL PHASE COST BY FUNDING SOURCE			
					FEDERAL	STATE	BONDS	LOCAL/PRIVATE
PE	National Highway Performance Program (NHPP)		2024	\$800,000	\$640,000	\$160,000	\$0,000	\$0,000
ROW	National Highway Performance Program (NHPP)		2027	\$300,000	\$240,000	\$60,000	\$0,000	\$0,000
ALL	General Federal Aid 2029-2050		LR 2029-2030	\$4,300,000	\$3,440,000	\$860,000	\$0,000	\$0,000
				<b>\$5,400,000</b>	<b>\$4,320,000</b>	<b>\$1,080,000</b>	<b>\$0,000</b>	<b>\$0,000</b>

SCP: Scoping PE: Preliminary engineering / engineering / design / planning PE-OV: GDOT oversight services for engineering ROW: Right-of-way Acquisition  
 UTL: Utility relocation CST: Construction / Implementation ALL: Total estimated cost, inclusive of all phases

**Short Title** SR 3 / US 19 (MLK JR PARKWAY) BRIDGE REPLACEMENT AT SR 362 (MERIWETHER STREET)

**GDOT Project No.** 0019939

**Federal ID No.** N/A

**Status** Programmed

**Service Type** Roadway / Bridge Upgrade

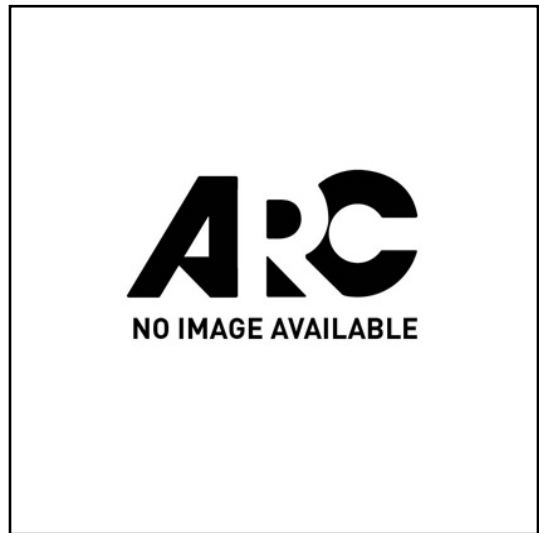
**Sponsor** GDOT

**Jurisdiction** Spalding County

**Analysis Level** Exempt from Air Quality Analysis (40 CFR 93)

**Existing Thru Lane**  **LCI**

**Planned Thru Lane**  **Flex**



**Network Year**

**Corridor Length**  miles

**Detailed Description and Justification**

This project will replace the SR 3 / US 19 bridge at SR 362 in Spalding County.

Phase Status & Funding Information		Status	FISCAL YEAR	TOTAL PHASE COST	BREAKDOWN OF TOTAL PHASE COST BY FUNDING SOURCE			
					FEDERAL	STATE	BONDS	LOCAL/PRIVATE
PE	National Highway Performance Program (NHPP)		2024	\$1,000,000	\$800,000	\$200,000	\$0,000	\$0,000
ROW	National Highway Performance Program (NHPP)		2027	\$300,000	\$240,000	\$60,000	\$0,000	\$0,000
ALL	General Federal Aid 2029-2050		LR 2029-2030	\$8,300,000	\$6,640,000	\$1,660,000	\$0,000	\$0,000
				<b>\$9,600,000</b>	<b>\$7,680,000</b>	<b>\$1,920,000</b>	<b>\$0,000</b>	<b>\$0,000</b>

SCP: Scoping PE: Preliminary engineering / engineering / design / planning PE-OV: GDOT oversight services for engineering ROW: Right-of-way Acquisition  
 UTL: Utility relocation CST: Construction / Implementation ALL: Total estimated cost, inclusive of all phases



**Short Title** MOON ROAD BRIDGE REPLACEMENT AT WILDCAT CREEK (7 MILES WEST OF GRIFFIN)

**GDOT Project No.** 0019940

**Federal ID No.** N/A

**Status** Programmed

**Service Type** Roadway / Bridge Upgrade

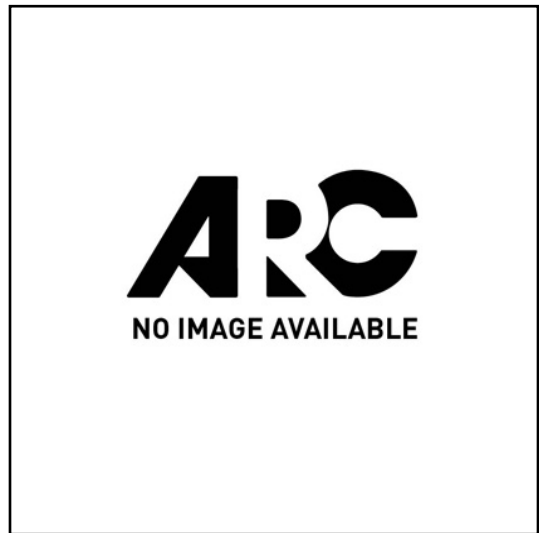
**Sponsor** GDOT

**Jurisdiction** Spalding County

**Analysis Level** Exempt from Air Quality Analysis (40 CFR 93)

**Existing Thru Lane**  **LCI**

**Planned Thru Lane**  **Flex**



**Network Year**

**Corridor Length**  miles

**Detailed Description and Justification**

This project will replace the Moon Road bridge over Wildcat Creek.

Phase Status & Funding Information		Status	FISCAL YEAR	TOTAL PHASE COST	BREAKDOWN OF TOTAL PHASE COST BY FUNDING SOURCE			
					FEDERAL	STATE	BONDS	LOCAL/PRIVATE
PE	Bridge Formula Program – Off-System Bridges Set-Aside		2024	\$800,000	\$800,000	\$0,000	\$0,000	\$0,000
ROW	Bridge Formula Program – Off-System Bridges Set-Aside		2027	\$300,000	\$300,000	\$0,000	\$0,000	\$0,000
ALL	General Federal Aid 2029-2050		LR 2029-2030	\$2,800,000	\$2,800,000	\$0,000	\$0,000	\$0,000
				<b>\$3,900,000</b>	<b>\$3,900,000</b>	<b>\$0,000</b>	<b>\$0,000</b>	<b>\$0,000</b>

SCP: Scoping PE: Preliminary engineering / engineering / design / planning PE-OV: GDOT oversight services for engineering ROW: Right-of-way Acquisition  
 UTL: Utility relocation CST: Construction / Implementation ALL: Total estimated cost, inclusive of all phases

**Short Title** MANLEY ROAD BRIDGE REPLACEMENT AT HEADS CREEK

**GDOT Project No.** 0020110

**Federal ID No.** N/A

**Status** Programmed

**Service Type** Roadway / Bridge Upgrade

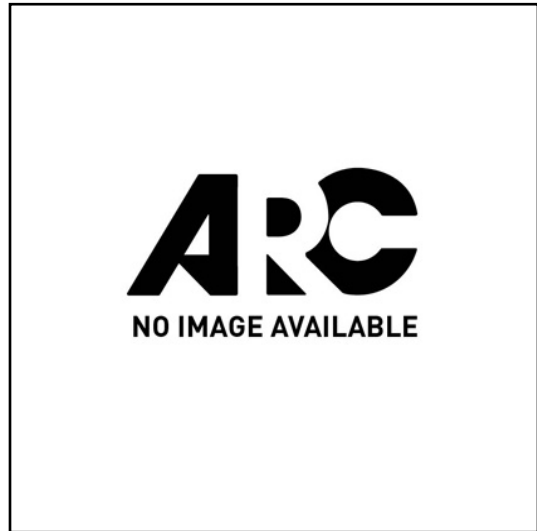
**Sponsor** GDOT

**Jurisdiction** Spalding County

**Analysis Level** Exempt from Air Quality Analysis (40 CFR 93)

**Existing Thru Lane**  **LCI**

**Planned Thru Lane**  **Flex**



**Network Year**

**Corridor Length**  miles

**Detailed Description and Justification**

This project will replace the Manley Road bridge over Heads Creek.

Phase Status & Funding Information		Status	FISCAL YEAR	TOTAL PHASE COST	BREAKDOWN OF TOTAL PHASE COST BY FUNDING SOURCE			
					FEDERAL	STATE	BONDS	LOCAL/PRIVATE
PE	Surface Transportation Block Grant (STBG) Program Off-System Bridge		2025	\$1,400,000	\$1,120,000	\$280,000	\$0,000	\$0,000
ROW	Local Jurisdiction/Municipality Funds		2027	\$100,000	\$0,000	\$0,000	\$0,000	\$100,000
ALL	General Federal Aid 2029-2050		LR 2029-2030	\$3,200,000	\$2,560,000	\$640,000	\$0,000	\$0,000
				<b>\$4,700,000</b>	<b>\$3,680,000</b>	<b>\$920,000</b>	<b>\$0,000</b>	<b>\$100,000</b>

SCP: Scoping PE: Preliminary engineering / engineering / design / planning PE-OV: GDOT oversight services for engineering ROW: Right-of-way Acquisition  
 UTL: Utility relocation CST: Construction / Implementation ALL: Total estimated cost, inclusive of all phases